

# GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., JANUARY 25, 1900.

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ONE DOLLAR PER YEAR.

## REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

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Shippers of Choicest  
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Also MIXED and WHITE OATS.  
Main Office, **SPRINGFIELD, ILL.**  
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SHIPPERS ..... OF **CORN, CLIPPED AND NATURAL OATS**  
Our Special Brand of White Oats  
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Grain Warehouses at Kentland, Beaver City, Earl  
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OUR SPECIALTY....  
..... Shipping Corn and Oats.

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...In **Grain,**  
MILLING WHEAT  
A SPECIALTY. **ELLSWORTH, KAN.**

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SUCCESSORS TO  
**Redmond Cleary Com. Co.**  
Established 1854. Incorporated 1887.  
**Grain, Hay and Seeds,**  
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**GRAIN CO.**  
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Buyers of Grain in car lots on all roads.  
CHOICE MILLING WHEAT a specialty.  
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NEVER FAIL  
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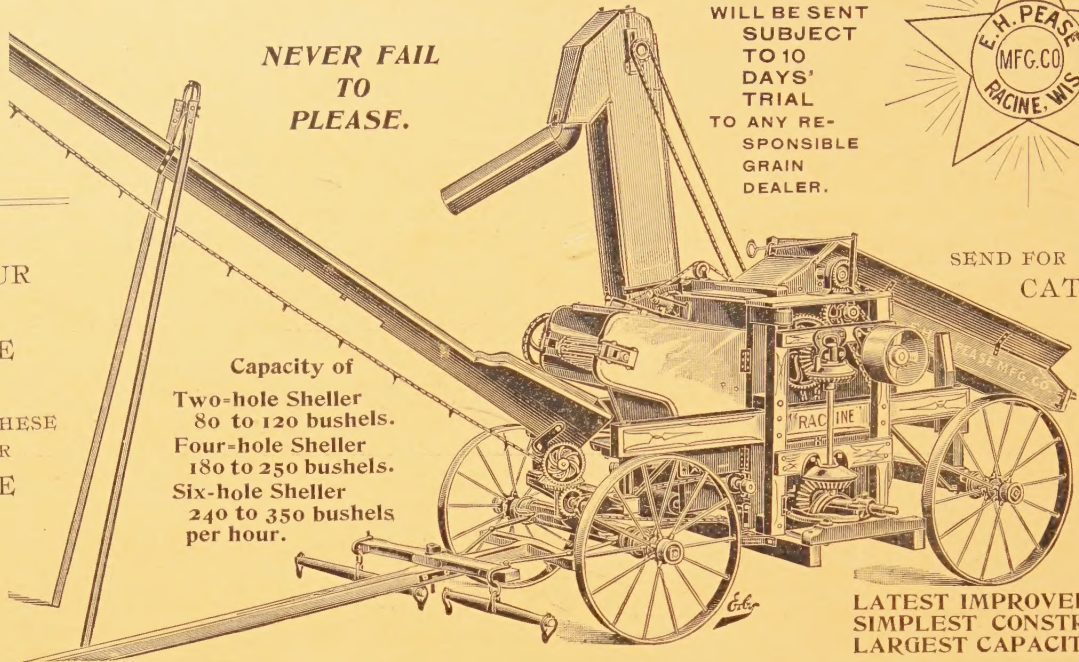
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SUBJECT  
TO 10  
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TRIAL  
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SPONSIBLE  
GRAIN  
DEALER.



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OR  
SIX-HOLE  
SIZES

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SIZES IN EITHER  
PORTABLE  
OR...  
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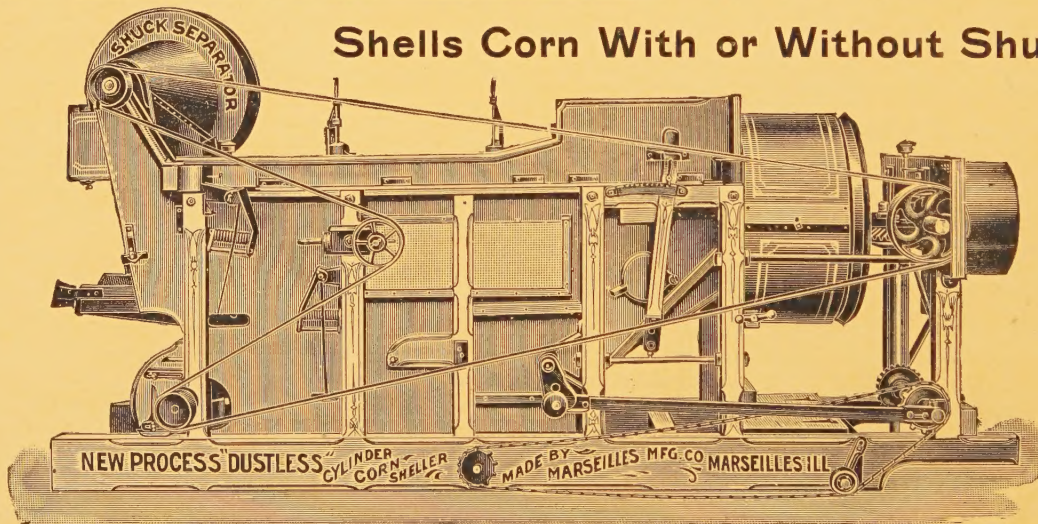
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corn is  
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Sell by sample and make prompt returns.

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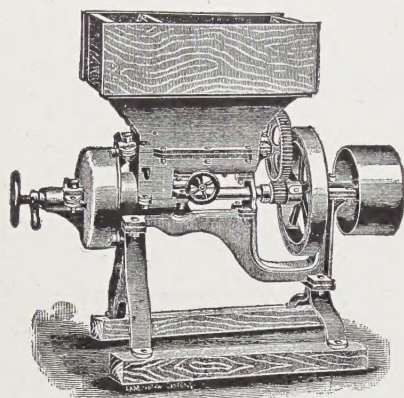
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Write for price  
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GRINDS EAR CORN, OATS,  
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Speed, 12,000 revolutions per minute.

Capacity, 25 bushels per hour.

Power required, 10 to 12 horse.

Simple and durable.

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European Plan.

RATES: \$1.00 Per Day and Upward.

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One block from Board of Trade.  
Half block from new Post Office.

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Contain four pages of tables reducing carloads of barley, weighing from 20,000 to 64,000 pounds, to bushels of 48 pounds each, and four pages of tables reducing any carload of malt weighing from 20,000 to 64,000 pounds to bushels of 34 pounds each.

These tables are printed in two colors on good paper from heavy faced type, the red figures denoting the pounds and the black figures their equivalent in bushels. They are conveniently arranged and bound in cloth. These tables are invaluable to barley and malt dealers.

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These Machines are the product of great practical knowledge, together with unlimited experiment and inventive genius, which when combined with **OUR GUARANTEE** makes the purchaser certain of a machine that will give perfect satisfaction. The workmanship and materials used in its construction are of the very best, thus eliminating any chance of repairs having to be made from time to time.

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**We Guarantee Our Machines** to be exactly as represented and to give perfect satisfaction.

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Cleaning Wheat, Corn, Oats, Flax.  
Separating Wheat and Oats, Corn and Oats, Wheat and Flax.

**OUR SUCCOTASH MILL  
IS UNEQUALED.**

Write for Circulars and Descriptions of our Different Machines.

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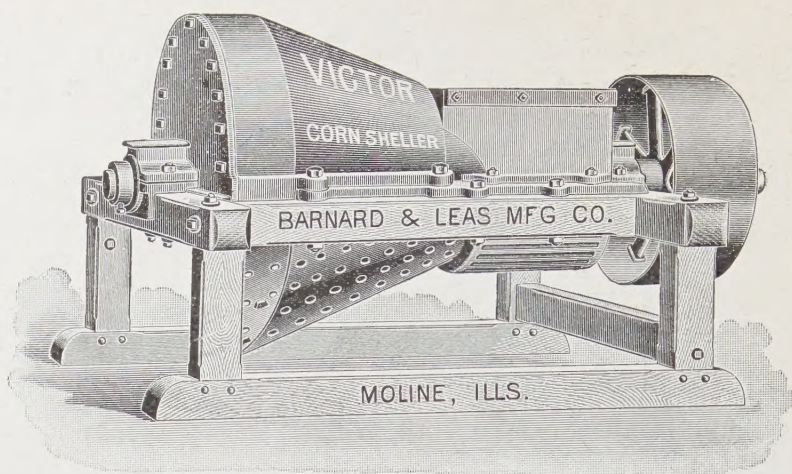


Only 1-8 to 3 Horse Power Used. We build this machine in eight different sizes, capacities ranging from 50 to 2,500 bu. per hour.

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UNQUALIFIED GOOD  
SATISFACTION AS....

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It has a Patent Automatically Acting Feeder, which allows the machine to be run either way without crossing the belt. Is easily adjusted to suit condition of corn. It will not clog, can be stopped and started regardless of quantity of corn in hopper or dump, and can be set in any manner most convenient. Capacity varies with size of machine from 60 to 1300 bushels per hour.



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LITTLE VICTOR COMBINED SHELLER AND CLEANER.

VICTOR CORN SHELLER AND CLEANER COMBINED. LITTLE VICTOR CLEANER.

BARNARD'S IMPROVED  
DOUBLE AND SINGLE SCREEN DUSTLESS CORN CLEANERS

Any information gladly given.  
We build and fully equip Elevators, Flour Mills, etc.

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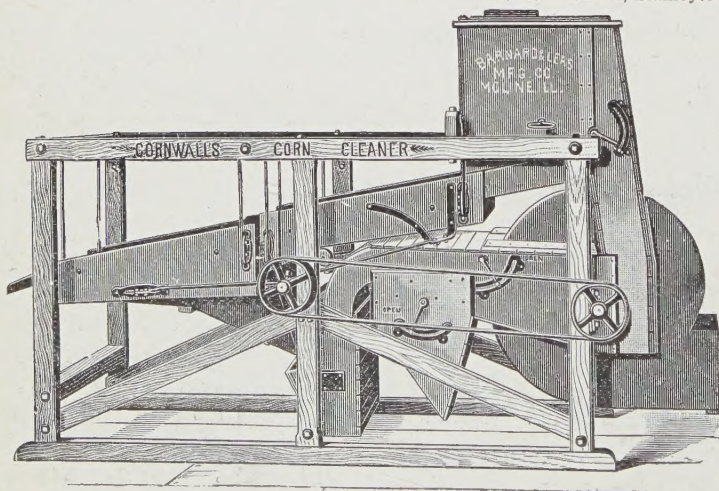
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**A** WORTHY COMPANION MACHINE TO  
THE VICTOR CORN SHELLER, AND  
FOR ITS PURPOSE WITHOUT A  
SUPERIOR, IS

## CORNWALL'S CORN CLEANER

A combined sieve and air machine. Never clogs; cleans cleaner than any other; corn never grades dirty; once through does the work; saves screenings for feed; is dustless; runs light; is durable. Sieves are adjustable. Cleaner can be used for other grains.

# The Hess Pneumatic Grain Drier

IS THE  
**Only  
Drier:**

1. In which the grain is all in sight and "get-at-able" while drying and cooling.
2. In which drying and cooling are simultaneous and continuous.
3. In which the grain may be mixed and stirred while drying without using power, by simply throwing a lever.
4. Which can be emptied and filled in 60 seconds by the watch and without stopping the blower.
5. In which the heat given off by the cooling grain is saved and utilized.
6. In which all parts are removable and interchangeable, a small wrench only being necessary.
7. Which has been officially approved by the Chicago Underwriters' Association.
8. Which is used by the largest grain interests in the world.

P. S. No wire netting nor perforated metal used in the Hess.

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The **only scale house** in the United States doing a strictly mail order business. Saves us big expenses—saves **you** money! Get lists and prices on **Scales, Trucks, etc.** Eighteen years' experience. Not in any scale combine.

**Standard Scale & Trk. Co.**

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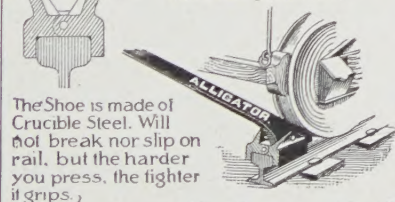
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Pinch Bar.**

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IF NOT SATISFACTORY, NO SALE.**  
Every Railroad and  
Side Track should  
have them.



The Shoe is made of  
Crucible Steel. Will  
not break nor slip on  
rail, but the harder  
you press, the tighter  
it grips.

**There is no Knife to get dull.**  
It is very simple and nothing  
to get out of order. To operate,  
raise lever till front end  
touches rail, then move forward.

In ordering, give the size of rail.

CORRESPOND WITH  
**F.B. Sims.**  
LAKE ODESSA, MICH.

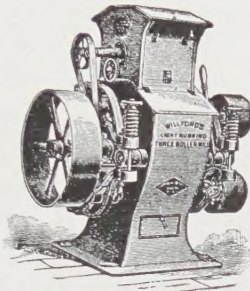
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ARE THE BEST FEED GRINDERS FOR ELEVATORS

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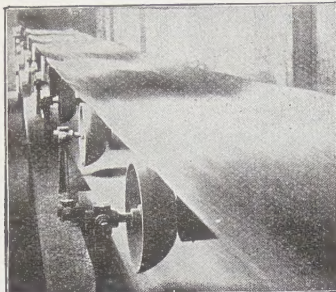
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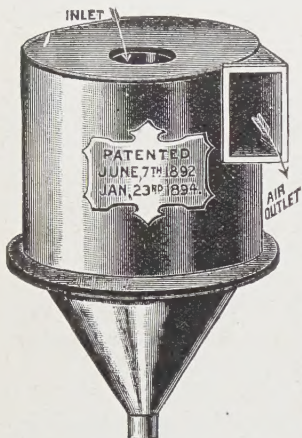
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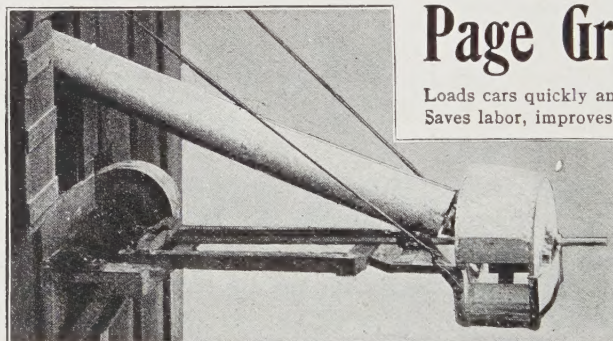
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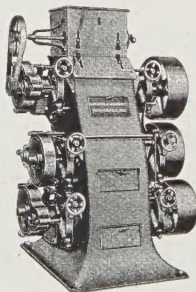
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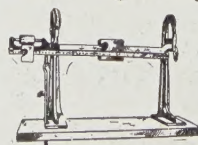
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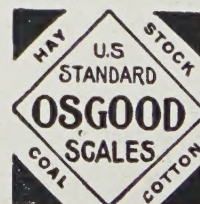
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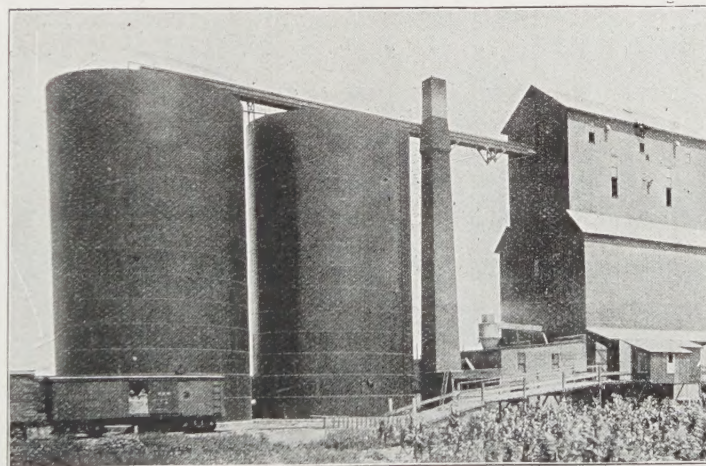
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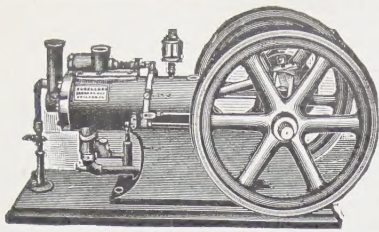
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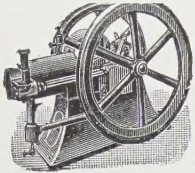
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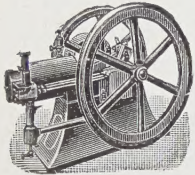
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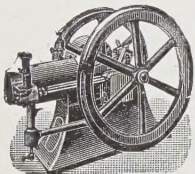
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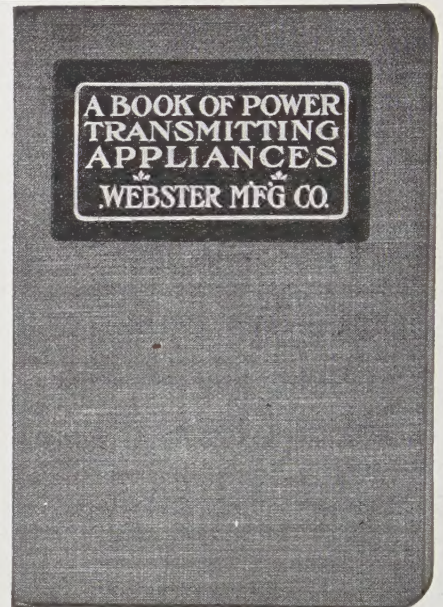
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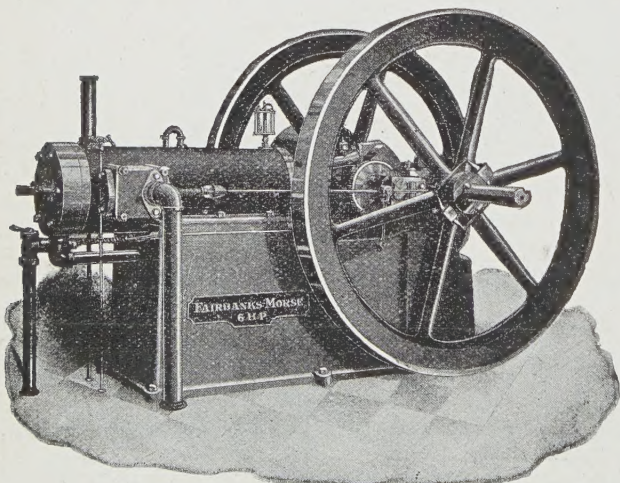
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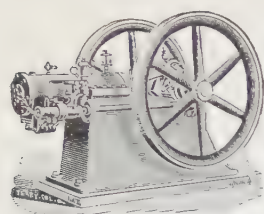
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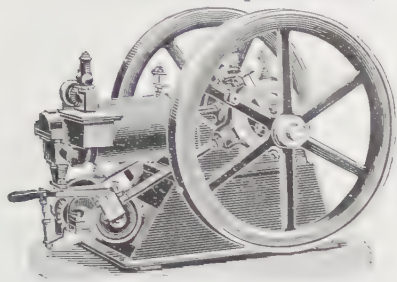


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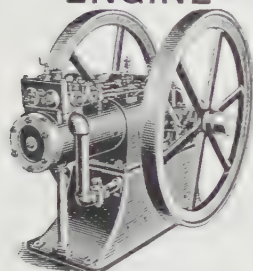
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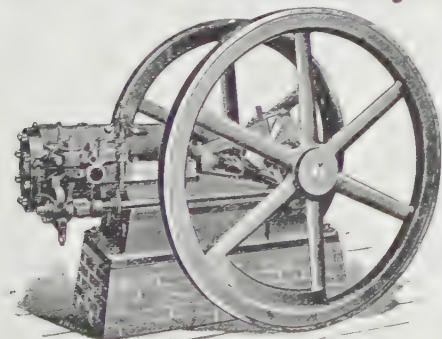
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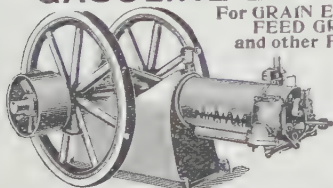


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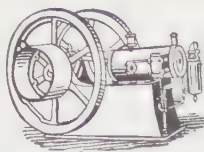


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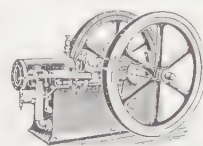
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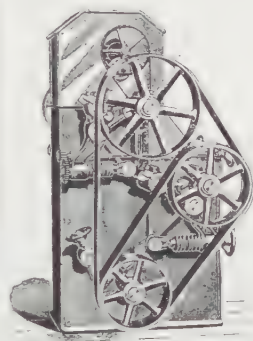
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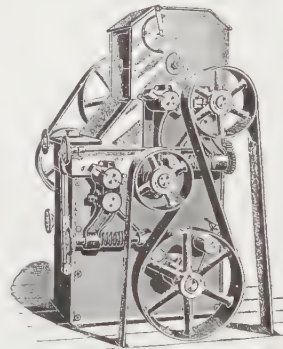


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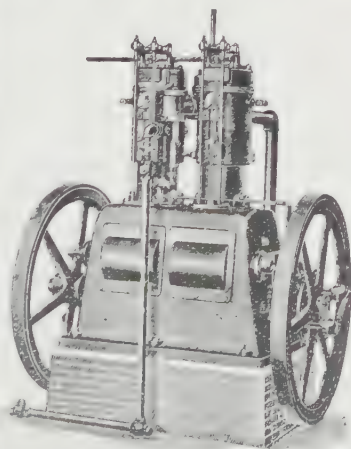
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ELEVATORS WANTED.—We have frequent inquiries from grain dealers who desire to buy and rent elevators. If you wish to sell or lease your elevator list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

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IF YOU do not find what you want advertise for it here.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

**ENGINES FOR SALE.**

THREE h. p. and 35-h. p. steam plants for sale. Fred S. Parker, Brainerd, Minn.

ATLAS 40-h. p. steam engine for sale cheap. Hutchinson Grain & Feed Co., Hutchinson, Kan.

SEVEN horse Otto and 10 h. Fairbanks gasoline engines. Backus Gas Engine Co., 171 Lake St., Chicago.

GASOLINE engine for sale; 15-h. p.; good as new, used only short time. Bargain. Shunk Plow Co., Bucyrus, O.

GASOLINE engine; 12 h. p. Fairbanks-Morse used 3 mos. Wm. R. Perrin & Co., 46th and Loomis St., Chicago, Ill.

GASOLINE engines for sale. Two 40-h. p. each; Fairbanks make. Both engines in perfect running order. For price and terms write M. B. Helmer, Fond du Lac, Wis.

BEST GASOLINE ENGINES AND THREE ROLLER FEED MILLS. at prices below others. Write for circular. Jackson Corn & Feed Mill Co., Minneapolis, Minn.

GASOLINE engines for sale; fully guaranteed; will use 25 per cent less fuel than other makes. Old engines exchanged and repaired. E. L. Gates Mfg. Co., 69-70 S. Canal St., Chicago.

STEAM outfit for sale; complete; good as new; price, \$350 cash; 20-h. p. engine and boiler, including firebrick and common brick furnace, in use only 4 months; engine and boiler guaranteed to be in good order. James Sheeran, Chapman, Kan.

**MACHINES FOR SALE.**

SECOND-HAND No. 2 Miami Valley portable corn sheller for sale. Write Rhinehart Smith, Sidney, O.

SEPARATOR, capacity 100 bu. an hour. Used one month, Address W. H. C., 703 Royal Ins., Bldg., Chicago.

CAR SHIFTING DEVICE. More powerful than team of horses or 10 men; sent on trial. Price \$5. Write K. H. Stafford & Bros., 22 Van Buren St., Chicago.

GRAIN TESTERS for sale; 4-quart Fairbanks with flax percentage on beam. Price, \$10. Also one-quart Victor, price \$5. Both are in good condition. A. R. Mead, Linden, Ia.

HOWES No. 5 oat clipper and Howes dustless separator, both for \$250 fob. Chicago; capacity, 500 bu. per hour. Guaranteed to be in first-class condition. Z., Box 2, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

THREE Monitor separators, capacity 800 to 1,000 bus. per hour; have been in use two years; in good repair; 3 Silver Creek oat clippers, capacity 400 bus. per hour; condition good; 4 Morgan oat clippers, capacity 400 bus. per hour; condition good. We will sell these machines very reasonable. Armour & Co., Chicago.

**ENGINES WANTED.**

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 60 S. Canal street, Chicago.

**FOR SALE-MISCELLANEOUS.**

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BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

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SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

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EARLY Champion seed oats, recommended by Iowa Agricultural College and practical farmers who have tried them. Mature two weeks earlier than others; yield larger. Inquire B. A. Lockwood Grain Co., Des Moines, Ia.

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Pres. Belt Ry. of Chicago, Dearborn Station, CHICAGO.

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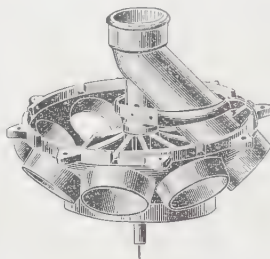
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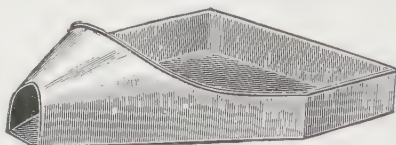
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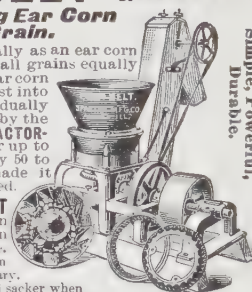
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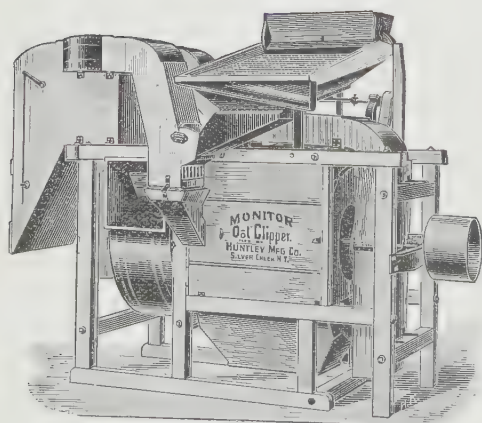
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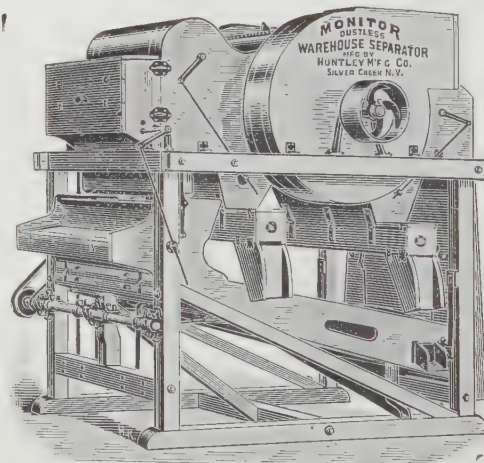
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# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

**GRAIN DEALERS COMPANY.**

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CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, . . . . . Advertising Representative.  
NORMAN H. CAMP, . . . . . Attorney for the Company.

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JANUARY 25, 1900.

The large cars bid fair to encourage the Eastern jobbers who supply country feed dealers.

The scoop man's end is near. No reputable receiver or track buyer longer wants his business.

The shipper who fails to make a draft against grain shipped to the Southeastern states and to insist upon its payment is courting grief.

Sweeping cars in elevator yards just outside of elevators has been stopped in Chicago. Now let the reform be introduced in other markets which are afflicted with shortages.

Greater care in classifying corn would pay shippers a good profit. When the bad is mixed with the good, the load is always given the grade of the poorest grain in the car.

The only way to avoid being called upon for a margin is to do all your betting on the future market with yourself, then when a break does occur in the market it won't hurt.

Do not forget that feeders have to have corn for their stock. If you cannot sell it to them let them buy of the farmers. You will find no profit in running the market price up on yourself as well as the feeders.

An old grain man who lays no claim to the title of seer, soothsayer or prophet, insists that the year 1900 will bring two cifers to the price of wheat and that they will folo a digit. May his prophesy be realized.

It behoves every Iowa dealer to use his influence in behalf of the proposed amendment of the Landlord Lien Law. The grain buyers have too long been required virtually to guarantee the payment of rent for farm lands.

Impassable roads have greatly interfered with the movement of grain to country markets this month, but the late change in temperature will bring about

the needed relief to many points and a freer movement may be expected.

A shipper who complained of shortages at a terminal market so vigorously that an investigation was instituted has been convinced by the results that the shortage was due to no other cause than the man who helped about his elevator.

An Indiana shipper who makes it a point to keep in favor with the feeders has put in a feed mill and is supplying them with ground corn and cobs. Many claim that this mixture is far better for live stock than straight corn.

The underwriters fear of dust explosions in grain elevators has recently been emfasized by their offering a credit for providing electric lanterns for watchmen and inspectors, who pass thru the dark passageways of the elevator both night and day.

Grain mixers are not yet being sold very extensively among the country elevator men, but they are sure to come into use. A few who have tried them are more than pleased with the results altho some are denouncing the mixers as impracticable.

Put and call trading is on the decline on the Chicago market and it seems now as tho the wave of reform would sweep this illegal practice from the trade. Until the trade has stopped dealing in puts and calls it is in a very poor position to continue its campaign against the bucket shops.

The reformers favor limiting sales for future delivery to the second month foloing. Some go even farther and insist that they should be limited to the month foloing. A few, and a very few, have had the temerity to suggest that storage certificates be deposited each day to make sales good.

The visible supply report is gradually becoming extended to include more of the important storage centers but the extension is very slow. The needs of the trade would seem to justify a jump in this matter so that reports would immediately include the supply stored at points of large accumulation.

The shipper who persists in making overdrafts against his shipments can rest assured that he will not gain the good favor of the man who pays the draft. It is better to confine your dealings to responsible firms that you have every confidence in, and then show it that you trust it by your actions.

The Internal Revenue Department has not yet seen fit to waive the specific requirement that grain tickets be paid from the buyers own funds, but the buyers are finding many merchants and bankers who are perfectly willing to pay the tickets and thereby assist them in escaping the onerous tax on grain tickets.

The fire underwriters promise to bring about a further advance of the rates on grain elevators, but be it said to their credit that they are also disposed to allow many credits for the reduction of fire hazard by providing sprinklers, stand pipes, yard hydrants, barrels of salt water, hand grenades and other useful appliances for extinguishing fires in their incipency.

The dealer who sells his elevator and good will, and then continues in the business as a scoop shovel shipper does not merit recognition from the regular trade, and regular receivers and track buyers will find it to their advantage to ignore such tricksters. Because a man has been a regular dealer at one time does not entitle him to that standing in the trade all the time.

Now that the railroads have again pushed up the minimum weight for car loads to obtain car load rates, it seems time that the different exchanges were abolishing their old moth-eaten rules regarding, what shall constitute a car load. The rules only serve to multiply misunderstandings. The rules of the carriers and trade customs forbid shippers heeding the exchange rules. Sell by the bushel and avoid trouble.

More grain buyers are looking around for new ideas in facilities for handling grain than ever before at this early season of the year. The open season has enabled a few to build houses which they did not expect to start until spring. Some are collecting materials so as to be ready to push the work as rapidly as possible when spring opens. The prospects are that there will be more improvements made this season and more new elevators erected than for some seasons past.

Chicago track bids, unlike those issued from some other markets, are sent out subject to acceptance by 9:30 the foloing morning. The shrewd dealers of Illinois who rise early and get their ears to the telephone before the average track buyer has commenced to think about breakfast has found that by exchanging information with his neighbors regarding the morning cables and other factors which influence the opening price, they can sell far more advantageously than when they ignore this opportunity. The track buyers have also discovered that the dealers were playing the part of the early bird and have sought to agree on an earlier hour for the arrival of acceptances. Some insisted that they should reach buyer by 9:15. In Toledo the buyers insist that the acceptance shall reach them by 9:00 o'clock. As the counter influence against fixing the time at any earlier hour the dealers are anxious to have the time extended to 10:00 o'clock. Of course the dealers are prompted by philanthropic motives. They prefer to wait until change has opened and then the buyers will have

an opportunity to sell against their purchases immediately and thus prevent any great losses.

Several more large lake vessels have been launched recently and more are being built. This is of interest to the grain shippers because the more vessels, the lower will be the rate to the seaboard during the season of navigation. The trunk lines may be able to hold up grain shippers during the winter for any rate they may desire but summer will always bring a low rate.

Shippers have done considerable complaining of the grade given corn arriving in central markets recently. The damp, open weather has resulted in the deterioration of much corn confined in close box cars. It will ever be so until the railroad companies equip their box cars with ventilators. Corn seems to be most susceptible to the deteriorating influences of moist atmosphere, and inspectors in most of the markets discriminate more sharply against moisture in corn than in any other grain.

The bears who look for a large movement of corn should strain their eager eyes that they may see all the empty corn cribs along the western lines of railroad. It also might be well for them to give passing consideration to the feeders who will use at least  $3\frac{1}{2}$  bushels apiece or 47 bushels in all before shipping out their live stock. The uniform complaint made by correspondents, quoted in our state news columns this number, is that the feeders are paying above track bids and taking all the corn.

The Supreme Court of Illinois has decided the law providing for the regulation of shipment, consignment, and sale of produce, grain, etc., unconstitutional, so it is not likely that the grain commission men will ever experience any trouble from it. Primarily it was aimed at the produce commission men, but all were included, grain, stock, produce and other handlers of farm produce. The produce commission men deserve the thanks of the commission men in other lines for their earnest efforts to knock out the law.

The elevator man who refuses to admit visitors to his plant immediately convinces the applicants that he is either ashamed of the condition of his house or machines, or else he is indulging in unlawful practices. There is one other reason why he might indulge in this exclusion. He might have a good thing and wish to keep it to himself, but such are only rare instances. Two very striking incidents of this character have recently come to light. The elevator men put in modern drying plants and did such remarkable work with them that they refused to admit even the man who constructed them to enter or inspect the plants he had built.

Several heavy losses have been experienced recently by elevator men who had their houses overloaded. Some have collapsed without causing any other damage than the destruction of the building, while others unfortunately have fallen upon their owners or operators. It is much cheaper in the long run and in fact the only way to do, is to have elevator designed by a licensed architect or at least one who understands the many strains to which a grain storage house is subjected. The average country barn builder knows about as much about the lateral strains of a grain store house as a pig knows about flying. It does not cost much more to employ a competent builder and the investment will pay large dividends.

Bulldozing tactics cannot be advantageously employed to extend the membership or influence of any association, and the dealer or member, who thru his earnestness or zeal in behalf of his organization adopts such tactics does his association far more harm than good. Each of the associations is striving to secure the establishment and maintenance of friendship, harmony, and fair profits in the markets of the members. Each seeks success in this line by extending the warm hand of fellowship to all regular dealers. Those who in the name of the organization take the opposite tact injure not only the association but their own cause also.

Several Illinois buyers who had grown weary of storing grain free for farmers have posted large placards about their elevator, office, scales and dumps announcing that all grain must pay storage at the rate of  $\frac{3}{4}$  of a cent per month. The sooner the country elevator men take a firm stand against free storage, the sooner will they be able to obtain a fair return from bins used by farmers. Several western elevator men have found it to their advantage and profit to sub-divide their bins and lease them to farmers by the year. Grain storage could be made a source of income to many elevator men if they would only push this department of their business.

There is a work being done by every one of the grain dealers associations, county, local, state, and national which is generally overlooked. Bringing dealers together in conventions not only enlarges their information regarding trade matters, but it also broadens them intellectually and morally. Every one of the associations discountenances wrong doing in all forms and by the frequent discussion of trade practices give each member a clearer conception of what constitutes fair dealing. The members themselves, unconsciously, gain valuable information regarding their rights in different trade matters and find themselves imbued with a higher respect for the rights of others.

Recently considerable grain has arrived in central markets which contained enough weevil to justify the inspectors in grading it "No grade." Country elevator men who put wheat and other grain into a bin and let it stand for months without frequent examination, must expect to suffer losses. Weevily or bin burnt grain is very easily detected. The weevils could be killed by subjecting grain to bi-sulphide of carbon, but after all have been killed it would be advisable to run grain thru fanning mill and subject it to a strong blast.

A model farm will be established near Washington by the Department of Agriculture.

An India relief association was formed at Abilene, Kan., Jan. 11, to ship corn to the famine districts.

Grain importers in England have been disinclined to make any large contracts, owing to the uncertainty of the war.

Secretary Gage has spoken before the House committee of coinage, weights and measures in favor of the metric system.

Eight garnets make one chetverick, eight chetvericks one chetvert. These are the standard Russian grain measures; a chetvert being equal to about 5.77 of our bushels.

The re-establishment of the Berlin Board of Trade is approved by the German war ministry, on the ground that the army would suffer with no regular wheat market to assist the commissary.

Bendit Limburger & Co., 21 rue Sylva-belle, Marseilles, France, desire to establish connections with first-class American grain exporters for the importation of hard wheat into that market.

Russia has purchased 250,000 bushels of American corn to be used as seed for the next season. At present Russia produces only 1 per cent of the world's corn crop.

Cement elevator construction in Denmark, France and Roumania will be examined in the interest of the Peavey Elevator Co., by C. F. Haglin, an experienced builder of Minneapolis, and F. T. Heffelfinger, of the company.

Rice imports during the eleven months ending with November, as reported by O. P. Austin, chief of the bureau of statistics, consisted of 176,845,484 pounds of rice, rice flour, rice meal and broken rice; compared with 181,792,200 pounds during the corresponding period of 1898.

The warm, spring-like weather experienced in January is thought by many to be very fine for the growing wheat. On the contrary, this forced growth is likely to bring the plant high out of the ground and expose it to the extreme cold waves which may reasonably be expected in February or March.

The visible supply of grain in the United States and Canada Jan. 20, as compiled by Geo. F. Stone, secretary of the Chicago Board of Trade, was 56,536,000 bushels of wheat, 14,144,000 bushels of corn, 5,088,000 bushels of oats, 1,213,000 bushels of rye, and 1,920,000 bushels of barley. Wheat, corn and oats show an increase compared with the previous week, rye and barley a decrease. The stock of wheat is double what it was a year ago, while that of corn is only one-half last year's figures.

## LETTERS FROM THE TRADE

## A BAD YEAR FOR THE IOWA DEALERS.

Grain Dealers Journal: I came to Mapleton, Ia., and bought an elevator in the spring of 1896, and did business alongside the St. Paul & Kansas City Grain Co., which was very agreeable and profitable, until the fall of 1898. Then I built a new elevator or dump house, the cheapest and handiest rig in the state of Iowa to handle grain thru, as I dumped the grain straight into the car, and had a capacity of 20,000 bushels.

Soon J. F. Putzier, who had been the St. P. & K. C. agent here, and Peter Lamp, a cattle feeder, got the idea that there was lots of money in the grain business. They bought lots and ordered lumber to build a third elevator. I thought the business would not be profitable for three elevators here, as there was already another firm, Crow & McLaughlin, which has started up in an old grist mill. So I got to figuring with Lamp & Putzier and sold out to them at a good profit. I have not been sorry for it, either, as there has not been a dollar in the business since.

Last August I bought L. B. Munger's elevator at Castana; but as the crop was short and the feeders are getting all the corn, I sold that Jan. 1 to C. C. Brewer & Son.

I never had any trouble getting along with a line company, and think if a man will be honest with them and not try any underhanded little tricks as some dealers do, he can get along with them all right, as they are in the business to make money. They are bound to have their share of the business. I think, tho, that in a few years the grain business will all, or nearly all be in the hands of line companies.

The men that don't know anything about the business and men that are doing a little business on some one else's money are the worst competition. Scoop shovel men are bad; but they don't last long.

Mapleton will have a good flour mill now. It is being built by A. Hathaway. He has commenced to buy wheat, and will be grinding in a few weeks. The mill is built large enough for 250 barrels capacity, and Mr. Hathaway is putting in machinery now for about 100 barrels.

This is the worst year for the grain business I ever saw in this vicinity. The grain dealers are not getting any corn from Onawa to Wall Lake. The St. Paul & Kansas City Grain Co. took in just one wagon-load of corn here in the month of December; while last year in December they took in about 35,000 bushels. L. H. Valentine, Mapleton, Ia.

## SCOOP SHOVEL SHIPPERS CAUSE GREAT LOSS.

Grain Dealers Journal: I like the work the Grain Dealers Journal is doing, in regard to scoop shovel shippers, railroad gouging, and such things that make it hard for a shipper to do any good.

Some men go around where there are large lots of wheat in threshing time, and buy and load out a few carload lots. Then they quit and let the regular shipper, who has his money invested in buildings, etc., pick up the straggling loads. The scoop shovel shipper makes very little while he is at it, and will not let the

regular shipper make much. So, if there was some way to shut them out, by not giving them bids from dealers who buy at terminal points, or, perhaps better yet, by the terminal dealers not buying their stuff at all, those who have their money invested in elevators and machinery would be given a chance to make a reasonable amount on their investments and work. The terminal dealers would get all the grain just the same.

The scoop shovel dealers so often offer more than the elevator man can reasonably afford to, that farmers will not sell freely to either, but hold and dribble their grain out all the year. We could ship all the wheat out in three months and be done with it. Farmers would generally get more for their grain and dealers would do better for themselves. H. W. Charles, Spiceland, Ind.

## CROPS IN CENTRAL ILLINOIS.

Grain Dealers Journal: The corn crop in central Illinois is fair to good this year; but it is moving very slowly to the general markets, altho the weather is very fine and the roads good. The reason, or one of the reasons, for it is that cattle and hogs are abnormally high, considering many other articles of commerce, and it is a great incentive to the farmer to market as much corn in that way as possible. When cattle are selling at five to seven cents and hogs at \$4 to \$4.60 in Chicago, present conditions, the farmer claims that it is as good as forty cents per bushel for his corn at the farm, while the country elevators can only pay 24 to 26 cents on the present corn market. The farmer who has the money or can borrow it prefers to feed his corn rather than haul it to the elevators.

The writer rode over the Chicago, Peoria & St. Louis Railroad only yesterday, Jan. 14, from Springfield, Ill., to St. Louis, Mo., thru the counties of Sangamon, Morgan, Macoupin, Jersey and Madison; and I must say I never saw as fine a prospect for a wheat crop in my life; every field a splendid prospect. I think the acreage sown to wheat last fall is far greater than for the last five years. The winter so far in this region has been an ideal one for the wheat crop. The oats and hay crops here were good this past season. M. R. Thayer, Buffalo, Ill.

## ASKED AND ANSWERED

## PROBLEM FOR GRAIN BUYERS SOLVED.

Grain Dealers Journal: I will try to explain the problem in the last issue of the Journal, page 16, why the farmer's boys received \$1 more for the oats than the farmer did.

John's load sold at 2 bushels for \$1, or 50 cents per bushel. George's load sold at 3 bushels for \$1, or 33 1-3 cents per bushel. One bushel of John's load at 50 cents and one bushel of George's load at 33 1-3 cents, equal 83 1-3 cents, or an average of 41 2-3 cents per bushel.

The farmer sold 60 bushels at the rate of 5 bushels for \$2, or an average of 40 cents per bushel. Sixty bushels at 41 2-3 cents equals \$25; and 60 bushels at 40 cents equals \$24. John's and George's loads averaged 1 2-3 cents per bushel more than the farmer's load averaged. Charles A. Hubbell, Bradshaw, Neb.

## SEEDS.

H. A. Foss, weighmaster of the Chicago Board of Trade, weighed last year 76,888 bags of seeds.

D. M. Ferry, the Detroit seedsman, is a candidate for the nomination for governor of Michigan on the Republican ticket.

The receipts at Toledo of clover seed this season up to Jan. 20 were 107,801 bags; last season, 57,535 bags. Shipments for the season, 86,515 bags; last season, 28,520.

Frank H. Winans has been appointed chairman of the arbitration committee on grain and field seeds, of the Chicago Board of Trade, in place of A. Eddy, who resigned.

The Jerome B. Rice Co., of Cambridge, N. Y., has been reorganized and incorporated as the Jerome B. Rice Seed Co. Capital stock, \$100,000; incorporators, J. B. Rice, Laura J. Rice and C. E. Smith.

The new arbitration committee of the Chicago Board of Trade on grass and field seeds is composed of A. Eddy, Alex. Rodgers, C. A. Heath, T. M. Hunter and Albert Seckel. The flaxseed inspection committee consists of Hunter, Winans, C. F. Hills, Peter Eschenburg, and George F. Alt.

A prominent dealer in the seed district of Indiana writes Zahm & Co.: I have scraped this country for 15 to 20 miles each way in order to make up a last load of clover seed for you, which I have finally completed and goes forward today. Frequently dealers declare the seed out of their territory when it is not true, but you may set it down there is not a car load of seed within a radius of 15 miles now in the hands of farmers, old, new or any other kind. It is a clean sweep.

J. F. Zahm & Co. give the clover seed shipments for Toledo between Jan. 1 and April 1 as 66,000 bags last year; in '98, 120,000 bags; in '97, 51,000 bags; in '96, 83,000 bags; in '95, 86,000 bags; in '94, 135,000 bags, and in '93, 67,000 bags, saying there is no telling what the receipts here will be between now and April 1st, but probabilities are they will be rather light, say possibly 20,000 bags for that period (which would be a little over 200 bags a day), and taking that 20,000 bags and adding it to the stock here now, it will be seen that the shipments out won't have to be near as large as they were during these three months last year in order to clean out the stock.

In its review of the seed market for the week ending Jan. 20, the Chicago Trade Bulletin says: There has been another exceptionally quiet market. About the only feature to note was the opening of the trade in new crop flaxseed. The weather almost daily was cloudy and dark; bad light made it difficult to do anything in grass seeds. While business was on a small scale in all lines there was at the same time a steady feeling. There was a strong market for timothy seed. There were no important developments. Order trade was fair, not large. It kept buyers on the market, and consignments were readily disposed of. There was hardly anything done in the clover market the past week. Offerings of cash lots were very small, and such lots as were on the market were of common quality. Good clover no doubt would sell.

## NEW ELEVATOR OF THE DES MOINES ELEVATOR CO.

The capital city of Iowa has always been the most prominent grain center of the Hawkeye State and gives promise of becoming still more prominent in the future. It is headquarters for nine firms who operate many country stations and sixteen agents of prominent track buying firms have offices there. Its prominence as a railroad center makes it a particularly advantageous point for transferring and cleaning grain, hence it is natural that a complete transfer and cleaning elevator be erected at Des Moines.

The Des Moines Elevator Co. which has about completed the elevator illustrated herewith is made up of well-known men in the grain trade. M. McFarlin, who is president of the Des Moines Elevator Co., is well known throughout the west, having been secretary and treasurer of the McFarlin Grain Co. for many years. T. H. Hancock, the vice-president, and N. Hodgson, treasurer, were also engaged in the business for a number of years operating stations and making their headquarters at Des Moines. Their stations have been taken over by the Des Moines Elevator Co. Wm. L. Shepard, secretary of the company, is new to the grain trade, having been engaged in the banking business prior to his connection with the Des Moines Elevator Co. However, he is fast making friends and gaining knowledge of the intricacies of the business.

The company operates a number of country stations principally on the C. R. I. & P. R. R. It also has some on the K. & W. Div. of the C. B. & Q. R. R. It will use the new elevator at Des Moines to shell, clean, clip and prepare grain for shipment to central markets.

### The Location.

The location of the elevator is unusually advantageous, being between two prominent lines of railway and having direct connection with the other prominent lines entering Des Moines. The C. R. I. & P. Railroad company's main tracks passes the elevator on the North and the Des Moines Union passes it on the South. The Des Moines Union is the city's belt line and gives the elevator direct connection with all the other roads entering the city. Cars can be switched to three principal lines of railway without charge.

### The Buildings.

The plant includes the elevator proper, the passenger elevator shaft which adjoins it, the power plant and cob house. The elevator proper was designed by the Macdonald Engineering Company, elevator architects of Chicago, and built by D. A. Robinson, who claims that it is the most complete house in the world for its size. It is 60 x 70 x 143 feet high, and is covered with corrugated galvanized iron. The entire foundation of the building is concrete excepting the cap stones which support posts, so there is no danger of the building's settling even tho its load be a heavy one.

### The First Story.

The first floor or working floor is much wider than the other part of the building, a car shed being built on each side with an extension roof to protect the cars outside the building on each of the two shipping tracks. On the first floor of the building, in addition to the receiving tracks is the office of Superintendent J. T. Blackburn, who has been identified with the grain trade of Des

Moines for a number of years. A Monitor Clipper No. 9, a Monitor Cleaner of the largest size, a No. 4 Victor Sheller, two receiving sinks and power shovels. The clipper is driven by a rope drive; the other machines are driven by belts. Another clipper, a receiving sink and a receiving leg will be added soon to increase the handling capacity of the house. The two receiving legs now in have large capacity. The handling facilities are still further increased by two short legs which extend up to garner floor.

Above the working floor are twenty-two bins having a total storage capacity of 125,000 bushels. The bins are so arranged as to facilitate the work of shelling, clipping and cleaning. Two bins of large capacity are so arranged as to spout direct to sheller, two others spout

indicator stand and two revolving spouts. A. L. Madden is weighman.

The weighman is in easy communication with the workmen on the ground floor. In addition to speaking tube and ticket carrier, two samaphore signals enable him to communicate with the car men.

### Device for Insuring Correct Weights.

The scale beams are equipped with special automatic recording devices which surely merit more than passing notice. The weighing, or rather the recording of weights has here been reduced to mechanical perfection. The device in use not only facilitates the work, but prevents the possibilities of error in reading or recording the weight of grain in hopper. It is not often that weighmen err



New Plant of the Des Moines Elevator Co., Des Moines, Ia.

direct to clipper, and four spout direct to cleaner.

The spout floor above the bins contains two telescope spouts which can be extended to take in any number of bins and two double jointed patent distributing spouts which also reach many bins. These distributing spouts are unusually large, being so designed to facilitate the handling of ear corn. Grain from scale hopper can be spouted to cars on either side of the house, there being a shipping spout outside of building from this floor to shipping track on each side, as is shown in engraving presented herewith. Also on this floor is a Cornwall Corn Cleaner, from which cobs and other refuse are spouted over steam plant direct to cob house.

### The Scale Floor.

On the scale floor are two hopper scales of 1,200 bushels capacity each, and weighman's office, which is well lighted and heated by steam, the heads of two short legs which are used for elevating from sheller, clipper and cleaner, an in-

in weighing grain, their mistakes are in reading the weight and in recording the weights in their weigh book. Men, again, they frequently transpose figures in reporting weight to office. The possibility of such errors in this house has been eliminated. The scale beams are equipped with recording poises. Each beam has raised metal figures on its under side which correspond with the figures on its face. As soon as perfect balance has been obtained, the weighman places tickets in duplicate in slot in the poise and by means of a lever the correct weight is indented in the original and duplicate tickets. The original, which is shown herewith, is sent to the office of the Company. The duplicate which is gummed on back is readily pasted in his weigh book. Thus the weighman never writes the weight of grain, and all opportunity for error in so doing is eliminated. It is well known to those who have paid any attention to the errors made in weighing grain heretofore, that the most of these errors could be traced to weighman who made an error in read-

ing or in recording weight. Errors in weighing have been of extremely rare occurrence.

#### Garner Floor.

In the next story above are two garners of 1,500 bushels capacity each, and also a line shaft with cut-offs and drives leading to the different elevator heads and the cleaner. On the next floor above this are the heads of the two receiving

way and an Eaton & Prince power passenger elevator.

#### The Dust Collecting System.

The elevator is kept clean by means of sweep-ups placed at many points about the house, which admit dust sweepings and dirt to wind trunking thru which all such refuse is carried to boiler room or direct to the furnaces. The dust collecting system includes four of Day's Dust Collectors, the entire dust collecting system having been installed by H. L. Day. One collector beside the texas takes dust from the corn cleaner; two above the receiving track on south side of elevator take the dust laden air from the clipper and cleaner, the heavy particles being drawn to the dust collector over the furnaces, and from there it drops to the furnace room.

#### The Steam Plant.

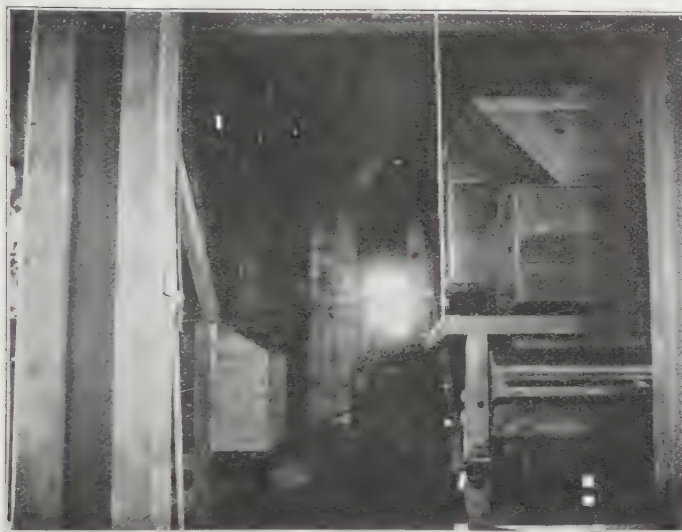
The brick engine and boiler room, which is 32 ft. from the elevator, is one story, 40 x 50 ft. In the engine room

#### Arrangement of Tracks.

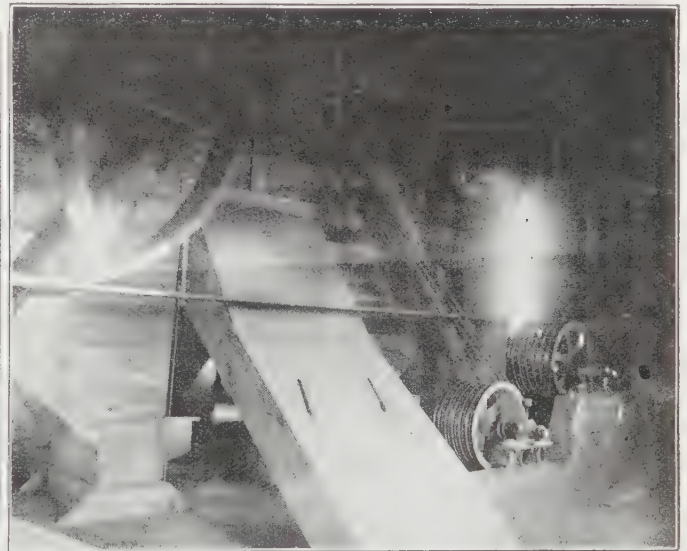
The arrangement of the tracks, one receiving and one shipping on each side, and the desire for the easy movement of cars has resulted in the devising of a car puller of special design which enables the operators to move cars either way on each of the four tracks. The car puller house is located between the power plant and the elevator proper as is shown by diagram given herewith. In the car puller house are two drums and the cable leading from each drum serves the tracks on its side of the elevator. The cables leading out on either side can be used to move cars by means of two pulleys. Just outside the car puller house and between the receiving and shipping tracks on opposite sides of house are two pulleys, around which cable is thrown in order to pull cars east or west. Other pulleys are placed at some distance from these so that cars can be pulled away from centre pulleys. Cars can also be switched from receiving to shipping track on

ORIGINAL  
Date..... Car No.....  
Initials.....  
..... Weight. Grain in Car  
.....  
Grain Ticket.

legs, each of which has an elevating capacity of 6,000 bushels per hour, with



View of First Floor, Showing Clipper, Cleaner and Sheller.



Elevator Heads and Drive on Top Floor.

their leg pulleys and drives, one view of which is presented.

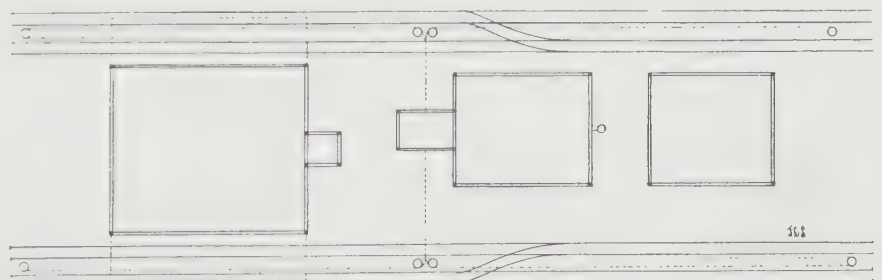
#### Facilities for Handling Ear Corn.

Unlike any other cleaning house which has been erected heretofore, this plant is so arranged as to handle ear corn as readily as small grain. The receiving sinks, boots and elevator buckets were made larger than usual in order to facilitate the rapid unloading of cars. The garners and scale hoppers are so arranged that ear corn cannot bridge over and choke up the opening in the hopper bottom being at side of bottom instead of in the middle. The idea was originated by Lee Lockwood and was pronounced impracticable by some elevator builders, yet it has given perfect satisfaction. Ear corn is elevated to garners over hoppers and accurate weight obtained by the car load, a thing which has not been attempted heretofore. In this way the unloading of ear corn is not interfered with by the breaking of the sheller as it is in houses arranged in the usual way. The success of the arrangements surely thros much credit upon the originator.

At many points about the house are barrels of salt water and special fire buckets. At the end of the elevator, next to the power plant is a shaft for a stair-

proper is a 200 h. p. Buckeye Automatic engine which stands upon a solid concrete foundation, an open heater, and a Gardner Force Feed Pump. The plant is in charge of J. D. Cummings, who is the machinist as well as engineer for the Company. An incandescent electric light plant will soon be placed in the same

either side of the house and vice versa. The arrangement is quite simple and increases the handling facilities of the tracks greatly. The elevator was erected with the expectation of adding storage of double the present capacity. When this is done the proportions of the building will be more symmetrical. The



Arrangement of Tracks at the Des Moines Elevator.

room. In an adjoining room are two boilers 60 in. x 16 ft. Beyond the steam plant at a distance of 20 ft. from it is the cob house 40 x 45 x 22 ft. high.

house is well lighted thruout and so conveniently arranged as to facilitate the rapid handling of large quantities of grain at a small cost.

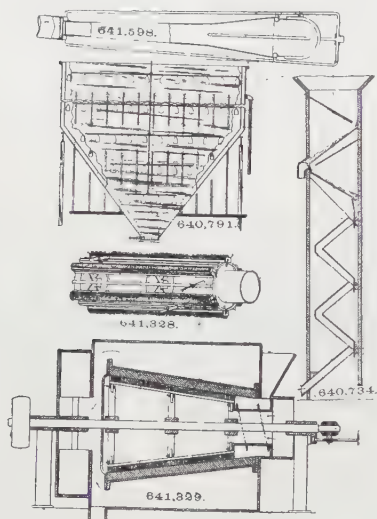
## PATENTS GRANTED

George S. Shaw, of Springfield, Ohio, has been granted letters patent No. 641,156 on a gas engine.

Henry A. Adams, of Sandwich, Ill., has been granted letters patent No. 641,354 on a corn sheller.

Jesse P. Outcalt, of Lancaster, Ohio, has been granted letters patent No. 641,403 on a corn sheller and assigned it to The Eagle Machine Co., of same place.

Samuel T. Braley, of Rutland, Vt., has been granted letters patent No. 640,740



on a weighing scale and assigned it to The Howe Scale Co., of Vermont.

Fulton R. Morris, of Milwaukee, Wis., has been granted letters patent No. 640,791 (see cut) on a drying kiln. This is the combination with a bin having imperforate vertical and inwardly inclined downward walls of a perforated lining. This provides an air space between the imperforate walls of the bin and perforate lining into which air can escape thru the perforated lining from within the bin.

George L. Beadell, of Chicago, Ill., has been granted letters patent No. 640,734 (see cut) on a grain cleaner. This cleaner comprises a casing having a hopper at its upper end. Near the upper end is an inclined screen, which discharges all the coarse material that passes over it thru an opening to the outside. Below this is a series of screens arranged in zig-zag manner. There is a means for imparting a swinging motion to the screens, also suitable channels for the separated and cleaned material.

Belford G. Roval, of Camden, N. J., has been granted letters patent Nos. 641,328 and 641,329 (see cuts) on a grain cleaning and scalping machine. Fig. No. 641,328 shows the revolving grain carrier cylinder within the abrading cylinder and having a series of brushes or carriers on its surface. Fig. No. 641,329 shows the combination of an outer casing open at one end, an exhaust fan located at the opposite end, a tapering cylinder composed of alternately arranged abrading stones. There is a feed hopper and a means for feeding the grain between the brushes or carriers and the abrading stones.

George E. Mahan, Alfred Fitzroy and Robert Orr, of New York, N. Y., have

been granted letters patent No. 641,598 (see cut) on a grain conveyor. Fitzroy assigned his interest to Mahan and Orr. This consists of a suitable conveyor tube or cylinder having a grain receiving inlet and discharge outlet, a means for introducing an air supply, whereby the inflowing grain is caused to be transmitted rapidly thru the conveyor tube by the force of the air.

## SUITS AND DECISIONS

The delivery of property to the agent who negotiated its purchase, is a delivery to his principal.

A bill of sale, absolute on its face, in an action by the seller for possession of the property, may be shown by parol to have been given as security.

A party who is induced to part with the possession of his property thru the fraud of a purchaser, has the right either to rescind the contract of sale and reclaim the property, or to ratify the sale and pursue the ordinary remedy on the contract; but, having elected to sue for the price, he cannot replevin the property.

John D. McLean & Co., grain dealers of Decatur, Ill., brought suit, January 9, against John Weamer, grain dealer at Winkle Station, Ill., to recover \$87 terminal charges on six cars of corn paid at Baltimore by McLean & Co. Weamer did not ship as specified; and on arrival at Baltimore the grain was sent to the wrong elevator, causing an expense of \$87 for switching to the proper elevator. Judge Gilmore gave judgment for \$37.66, defendant paying the costs.

The Appellate Court of Indiana has reversed the decision of the Circuit Court in the suit of Simon Nading against W. H. Howe & Co., of Hartsville Crossing, Ind., to recover the profits he might have made on 3,000 bushels of wheat, which they bought from him before the great rise a few years ago. Nading had engaged Howe & Co. to buy wheat for him at a commission of 2½ cents a bushel. They had about 3,000 bushels on hand which they had bought under this agreement, when the price suddenly rose 25 cents a bushel. They notified Nading that they would no longer act as his agent, and refused to turn over to him the wheat they had on hand. He sued them for damages, and on January 12 received a final decision in his favor.

The Minnesota Grain Inspection Department will continue to dispose of samples taken from cars. In view of the fact that no emergency existed, Judge Dibbell declined to issue an order directing the department to hand over the samples to the Duluth Home Society, especially as the title to such samples is doubtful. The court also denies that the state has title to the samples as an incident to the right and duty of inspection. The society must resort to some other means of obtaining the samples presented to it by the Duluth commission men.

The Supreme Court has decided in favor of the the Louisville & Nashville railroad in its suit against Henry W. Behlmer, who alleged he was discriminated against in rates on hay from Memphis to Summerville, S. C. He was charged 28 cents to Summerville, when the rate to Charleston was only 19 cents per 100. The court decided that this was not covered by the long and short haul clause of the interstate commerce law.

## GRAIN CARRIERS.

An ice-crushing steamer equipped with a large circular saw is the recent invention of an Englishman.

At Sault Ste. Marie during last season the American canal passed 22,252,000 tons of freight and the Canadian canal 3,003,000 tons.

Milwaukee is wintering 114 vessels, a larger fleet than ever wintered at that port. The grain fleet and barges have a capacity of 7,000,000 bushels.

The committee of the Lake Carriers' Association, which has the Buffalo Grain shoveling contract in hand, will soon hold a meeting at Buffalo. The committee has received many propositions.

The Pennsylvania Railroad has yielded to the wishes of western shippers by returning to the prorating rules in force prior to January 1. West bound rates via Chicago and St. Louis are made equal.

The Lake Carriers' Association, at Detroit, January 18, indorsed the bill now before Congress providing for the reorganization of the Weather Bureau; also the proposed improvements in the Erie Canal, which were declared to be an immediate necessity. A committee was appointed to go to Washington and urge upon Congress the necessity of projected improvements in the Soo River, Lake St. Clair Channel, and at the Limekilns Crossing of the Detroit River.

The Gulf & Mississippi River Transportation Co. has been incorporated by Chicago capitalists who have been formulating their plans for a year. Salt will be transported from the Louisiana mines to St. Louis, and grain or other freight taken as a return cargo to New Orleans. The company has purchased four steamers and several barges, and has built a warehouse at St. Louis. Operations will begin with the opening of navigation. John J. Mitchell is president, C. O. Parker, secretary, and Charles H. Randle, treasurer.

The Interstate Commerce Commission in its thirteenth annual report says: At a conference held in Chicago in November last, and attended by representatives from a number of national associations of manufacturers, merchants, millers and other branches of trade, a bill embracing the more important amendments which have been recommended by this commission was, after discussion of each feature, formally approved as the measure which would best meet the requirements of business and commercial interests. This bill has been introduced in the Senate by Senator Cullom, known as Senate Bill No. 1439. With regard to the railway consolidations which are taking place the Commission says: The restraints of competition upon excessive and unjust rates will in this way be avoided, and whatever evils may result will be remediless under existing laws. By its conferences last spring with railway officials the Commission learned that: On competitive traffic between great centres the published tariff was little more than a basis from which to calculate concessions and discriminations, with the result that shippers who failed to secure these unlawful favors were in many cases forced to do business at a loss, and in some instances driven out of business. Unfortunately the commission cannot punish these criminal infractions of the law. The most it can do is to ascertain the facts, if possible, and report them to the Department of Justice. Referring to the recent changes in rates the Commis-

sion says: These advances in rates have been agreed upon by the carriers without opportunity, as a rule, for shippers, dealers or consumers to be heard. It is inevitable that changes so numerous and important, affecting public interests throughout so large a part of the country, will give rise to many complaints, both in respect to the reasonableness of particular rates complained of and alleged discriminations in the relation of rates.

Several different surveys have been made for the projected St. Louis, Iowa & Dakota Railway.

The rate for unloading grain vessels at Cleveland the coming season will be \$2.50 per 1,000 bushels, as formerly.

The Denver, Oklahoma & Gulf Road is being pushed, and it is believed the line will be built thru Kingfisher, on to Oklahoma City. The ownership of the company is shrouded in mystery.

W. D. Washburn of Minneapolis will extend his railroad from Fort Buford to Great Falls, Mont. If the Soo Road fails to extend to Bismarck, General Washburn will build to Aberdeen, S. D. Part of the rails and ties have been shipped in and work will begin as soon as the weather permits.

The Dominion government has appropriated \$150,000 for the improvement of the Red River of the North, in Manitoba, with a view to making the stream navigable from the United States boundary to Lake Winnipeg. At the rapids, which extend for 8 miles, the government will construct a system of dams and locks with a lift of 18 feet, at an expense of \$800,000.

Wyoming stockmen with large interests have made application to the Union Pacific for a special 30-cent rate on corn from Nebraska to all Wyoming points. Under the present custom, which is decidedly unsatisfactory, sheep are taken to the feeding grounds where corn is procurable at a cheap figure. The sheep shrink several pounds in weight while in transit, the cost of moving is considerable, and the sheep do not do as well as on their native grass. If this innovation becomes general the grain dealers will profit thereby as well as the railroads.

IF  
YOU  
HAVE  
A WANT,  
TRY  
A WANT AD  
IN THE  
GRAIN DEALERS JOURNAL,  
AND HAVE  
YOUR WANT  
SATISFIED.

Railroads centering in Chicago are taking steps to stop the practice which prevailed during the scarcity of cars, of appropriating cars of other companies. Some lines were deprived of the use of their own cars for months. The Southern Railway has notified other lines that none of its cars will be allowed north of the Ohio river.

### THE MIETZ & WEISS KEROSENE ENGINE.

Gas engines are now used for other services while operating country elevators. The engines are often installed in a separate brick building, placed as near the elevator as the fire underwriters allow. This reduces the fire hazard and lowers the cost of insurance. It gives the elevator man a chance to use the engine to operate a fire pump for throwing water on his elevator in case it should catch fire. As many of the country elevators are located in small towns where there is no waterworks system, this protection should pay big returns on the investment by reduction in the insurance rate. In many places the elevator man is the operator of the electric light plant, thus using his engine for still other duties.

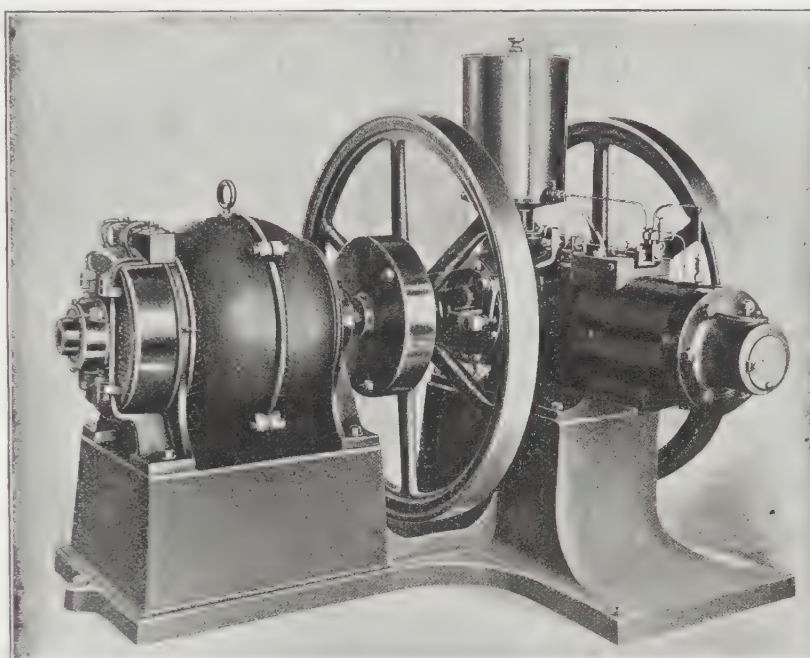
The Meitz & Weiss Gas and Kerosene

### CLIPPINGS.

The Albert Dickinson Seed Co., of Chicago, Ill., has been victimized by an employe named Charles Moore and a telegraph operator, who stole stamps valued at nearly \$500, in amounts of \$25 at a time. The company had been systematically robbed for weeks before the scheme was discovered accidentally.

F. T. Heffelfinger, of the Peavey Elevator Co., is on his way to Siberia, to study grain trade conditions in that great country, with a view to extending, if possible, that company's operations. The construction of railroads in the interior offers an opportunity for establishing lines of small elevators to collect the grain for shipment, as in the United States.

Imports into the United Kingdom from Aug. 1 to Jan. 6 were 6,675,000 quarters wheat; 6,629,000 corn; 2,892,000 oats; 2,-



The Meitz & Weiss Kerosene Engine.

Engine, cut of which is shown herewith, is well adapted, not only for operating elevators, but also for operating isolated electric lighting plants. This engine is of the two cycle compression type receiving a power impulse every revolution. It is provided with a sensitive governor which maintains the steady speed required for a belted or directly coupled generator.

A small pump operated and controlled by the governor, injects the right amount of kerosene (ordinary lamp oil) directly into the motor cylinder, where it vaporizes and is mixed with air for combustion. This cut shows a 4-h. p. engine, that runs at 400 revolutions per minute, coupled to a generator giving 40 16-candle power lights and consumes 1-32 of a pound of kerosene per horse power per hour. Further information regarding this type of engine can be had by addressing August Mietz, New York.

H. C. Clark, Colfax, Ind.: It is not necessary to continue the advertisement of the burr mill, as I sold it immediately after the first notice in the JOURNAL; and have received several letters since inquiring about it.

194,000 barley; 324,000 peas; 196,000 beans and 62,100 tons hay; against, wheat, 6,459,300 quarters; corn, 5,356,000; oats, 1,636,000; barley, 3,962,000; peas, 257,000; beans, 242,000 and hay, 44,400 tons in the corresponding period of 1898-9.

Wheat receipts at five spring and four winter grain markets for the twenty-nine weeks ending Jan. 15, in bushels, as compiled by the Cincinnati Price Current, have been 153,307,000; against 193,446,000 and 168,623,000 for the corresponding periods of 1898-9 and 1897-8. For the week receipts were 3,236,000; against 2,613,000 for the preceding week, and 4,562,000 a year ago.

The leading story in the midwinter fiction number of the Saturday Evening Post is La Lettre d'Amour, one of the best love stories Richard Harding Davis has written. The scene is laid in London and the characters are a beautiful American girl, her mother, a wealthy young Harvard man, and a violinist of the Hungarian Orchestra. The illustrations are by Howard Chandler Christy.

## THE SUPPLY TRADE

Advertising will sell everything that ought to be sold.—Bates.

David Scheidigger, of Woodbury, Ind., has made application for a patent on car loader.

Alexander F. Fisher, of Brooklyn, N. Y., is sending his friends and customers a neat desk calendar.

A neat blotter containing the pictures of a bull, a bear and an ear of corn is being sent to the many friends and customers of Ware & Leland.

A calendar containing the prices of wheat, corn, and oats for May delivery for a series of years has been received from Montague & Co., Chicago, Ill.

The Standard Scale and Supply Co. has received the contract for 18 1,600-bushel hopper scales for the Great Northern elevator at West Superior, Wis.

A carefully planned campaign, faithfully and consistently carried out, is half the battle in advertising. Too many advertisers "go it blind."—Agricultural Advertising.

F. M. Smith, who represented the Huntley Mfg. Co. in Chicago several years ago, has returned to his old field and will open a Monitor Machine office soon.

The Barnum Mfg. Co., Chicago, Ill., has changed its name to the Richardson Grain Separator Co. This company will do general manufacturing and act as manufacturers' agents.

Every name that comes into an advertiser's possession through advertising is valuable. It should be given prompt and courteous attention, and if it fails to result in an immediate order, should be followed up with letters or printed matter.—The Advertising Man.

The Sayer, Hatfield Co., of Horseheads, N. Y., has been incorporated with a capital stock of \$25,000, for the manufacture of grain cleaners. The incorporators are, T. J. Hatfield, Richmond, Ind., G. M. and E. M. Sayer, of Horseheads, N. Y., and J. P. Stanchfield of Elmira, N. Y.

A neat calendar showing the weight of produce per bushel, quantity of seed used per acre, to find freights per bushel, equivalent prices of clover seed, and equivalent prices of timothy seed, printed on small slips of paper, fastened under slips containing the months of the year, has been received from Picker & Beardsley, St. Louis, Mo.

Egregiously padded tho they are, the statistics of wheat exports this season from the Argentine are so large as to point a moral for the North American farmer; which is, instead of wheat, to grow corn or flaxseed or other grain. Argentine shipments since harvest have broken all previous records, so far exceeding 66,000,000 bushels. Exports from the United States, on the other hand, decreased from 148,000,000 in 1898 to 108,000,000 in 1899. Europe, by buying more cheaply in the Argentine and neglecting the United States, has caused our visible supply to pile up in excess of 50,000,000, a figure not approached for several years.

### REPORT OF MILLERS NATIONAL INSURANCE CO.

The Twenty-fourth Annual Report of W. L. Barnum, secretary of the Millers National Insurance Company, Chicago, Ill., gives additional encouragement to the cause of mutual insurance as conducted on the conservative lines persistently followed by this company. The losses incurred during 1899 amounted to \$235,715, all of which were paid excepting late losses in process of adjustment.

The aggregate admitted assets January 1st, amounted to \$2,708,613; the net cash surplus was \$469,382; the net value of deposit notes subject to assessment was \$1,986,686. The assessments for the last year aggregated but 9 per cent of the deposit notes or the equivalent of 45 per cent of the basis rate.

The average cost of insurance in this company since its organization has been about one-half the basis rate, which shows a large saving to the policy-holders. Since its organization the company has paid losses to the amount of \$2,934,505. About 10 per cent of the losses incurred during 1899 were in grain elevators. Those who are so fortunate as to be policy-holders in this company are to be congratulated. The business was increased over \$3,000,000 during 1899.

The officers for the ensuing year are as follows: President, C. H. Seybt, St. Louis, Mo.; vice-president, C. B. Cole, Chester, Ill.; secretary and manager, W. L. Barnum; assistant secretary, H. B. Horton; treasurer, W. I. Neely; General Agent, J. D. Sheahan.

### ONLY ELEVATOR IN THE NETHERLANDS.

The new elevator at Amsterdam, the only one in the Netherlands, is described by Frank D. Hill, American consul, as follows: It is near the timber harbor; its length is 410 feet and its width 108 feet. It was built by the city and leased for a term of fifty-five years at \$2,400 a year to Messrs. Korthal Altes. For the building itself a space of 7,218 feet was reserved. The capacity is from 16,000 to 18,000 metric tons; the greater part will be used for the storage of grain in silos; the ground floor alone, with a storage capacity of 3,000 tons, being intended for the storage of grain and seeds in bags.

The cargo is weighed by hand and put over the ship's side in tipping buckets, which deposit it on the traveling bands. It is then brought to its place by mechanical power. The velocity of transport is calculated so as to insure an easy transfer of all the grain, however fast it may be discharged. A maximum capacity of 440,920 pounds per hour has been fixed, and two kinds of grain may, if necessary, be discharged simultaneously from the same vessel. The traveling bands run in a channel in front of the building up to its center, where the grain is deposited on transverse travelers that take it to the elevators. These work the grain up to the top of the building, whence it can be conveyed to any chosen division by means of the traveling bands running over the silos.

The emptying of the silos, or bins, is thus conducted. Below the conical bottom of the silos are shafts, through which the grain is transmitted to traveling bands running on the ground floor; it is again raised to the top by the elevators, and thence may be carried off in any desired direction. The grain can be discharged at the side of the harbor in wagons or

lighters at the rate of 220,460 pounds per hour. For damaged grain, silos are arranged in what are called hospital cells.

### HAVE TRIED IT.

Grain Dealers who have used the "Wanted" and "For Sale" columns of the Grain Dealers Journal have had satisfactory returns, as is shown by the following extracts from their letters:

Briden & Altland, Janesville, Ia.: Will be needless to advertise longer; mill is sold. Send bill.

Ed. McCue, Pittsburgh, O.: We sold our elevator at Foster, Ind., through our ad in the JOURNAL.

H. L. Strong, Coffeyville, Kan.: Here-with find draft. Don't need advertisement longer. Engines sold.

A. H. Drake, West York, Ill.: I have had quite a number of replies to my ad of elevator for sale in the JOURNAL.

J. W. Chambers, Omaha, Neb.: Please stop the advertisement for the sale of my elevator. I have leased it and still continue to get a great many inquiries in response to the advertisement. Some of them want to buy it whether or no, I could have sold it several times since I leased it; and must say your paper is a good medium for advertising elevators.

G. W. Talbot, Trav. Frt. Agt. Iowa Central, Marshalltown, Ia.: You may discontinue our "For Rent" and "For Sale" notices in Journal. Through your publication we have disposed of all the elevators we had for rent on our road. I wish to state that the responses were numerous and the class of men that took the elevators through your Journal are as good as any buyers we have on our line.

Little & Co., Oldtown, O.: Please discontinue for the present our "For Sale" ad, as we already have more replies than we can look after.

A. Wedgewood & Co., Storm Lake, Ia.: We had quite a number of inquiries from our advertisement in the JOURNAL, and sold our elevator to one of them.

Alex. Glass, Freeman, Mo.: Drop my advertisement until further notice. Have had several letters from parties who want to buy elevators; but have not sold yet.

H. A. Clevenger, Bondville, Ill.: I have sold the elevator at York, Neb., so you may take the ad out of the JOURNAL. I received letters from every direction.

R. J. Riley & Co., Symerton, Ill.: You may discontinue my advertisement of elevator wanted. I am getting elevators offered on all sides, and think I can get one out of the lot.

Cy. Williams, Norman, Okla.: You may stop my advertisement for the present as I am getting quite a number of letters of inquiry, and think I will likely make a sale from some of them.

E. R. Ulrich & Sons, Springfield, Ill.: Please discontinue our advertisement (elevator wanted) in the GRAIN DEALERS JOURNAL, as we have as many applications as we care for at present.

E. P. Bacon & Co., Milwaukee, Wis.: We consider your paper a good advertising medium. (Elevator for sale.)

Benson Bros. & Co., Mahomet, Ill.: Our elevator is not sold yet, but we have a number of inquiries and all we care for at present. You might stop ad. for the present until we see what we can do.

M. E. Harris, Cowan, Ind.: I inclose check to balance bill for one more ad. The JOURNAL is all right. While I have not sold, I have had a number of inquiries, and it is no fault of the JOURNAL.

L. C. Butler, Arion, Ia.: I will let my ad stay in one more issue. I have received over a dozen letters inquiring about my elevator, and think I will make sale. If I do not, it will not be any fault of the JOURNAL.

### THE GRAIN SHIPPERS BUREAU OF WEIGHTS AND INSPECTION.

The Grain Shippers National Bureau of Weights and Inspection has been formed with John Hill, Jr., as manager. The general offices will be in Chicago. The object of this bureau is to protect the interests of grain shippers, who consign or ship grain on sales, in matter of weights, inspection and re-inspection.

The Bureau will investigate shortages in weights, unsatisfactory grading, unfair delays in calling or securing re-inspection, excessive discounts on grain that misses grade, and in general it will guard the members against systematic frauds in grades, weights or prices, and prosecute persons detected perpetrating such frauds.

The membership fee will be \$25 per year per station payable in advance, and members only will be entitled to the services of the Bureau. This Bureau is not a society, association or club, it is simply a machine devised to operate for the protection of country shippers, and will work in harmony with the many grain trade organizations now in existence. All members will be supplied with a certificate of membership in the form of a small rubber stamp containing the words "Member Grain Shippers National Bureau of Weights and Inspection." It will be used on letter heads, drafts, bills of lading, invoices, etc. John Hill, Jr., has had much experience along this line. He is well-known to the trade and will make a most efficient manager.

The exports of breadstuffs during 1899, as reported by O. P. Austin, chief of the bureau of statistics, included 108,672,047 bushels of wheat; 204,422,687 bushels of corn; 41,003,588 bushels of oats; 4,868,331 bushels of rye, and 16,934,092 bushels of barley. In 1898 the exports were 147,953,394 bushels of wheat; 205,394,286 bushels of corn; 49,883,912 bushels of oats, 15,642,240 bushels of rye, and 4,459,319 bushels of barley. The total value of all breadstuffs exported was \$259,427,283; compared with \$308,757,363 during 1898.

The Union Mill Co., of New Orleans, La., has just inaugurated a new departure from the method universally employed in the South of handling cottonseed by manual labor. A marine leg has been erected at the river bank with a belt conveyor, running on trestlework along the wharf and thence under the roof of the mill. Along this conveyor the seed is carried from the end of the wharf, 250 feet, to a point in the mill, where it is

weighed and either stored or distributed direct to the crushers. From the time it is taken from the barge until it leaves the mill a finished product, the seed is not touched by hand. The present capacity of the plant is about 4,700 bushels of cotton seed per hour, but this can be largely increased. It is estimated that the construction will pay for itself in wages saved in less than two seasons.

### REPORT OF CHICAGO WEIGHMASTER.

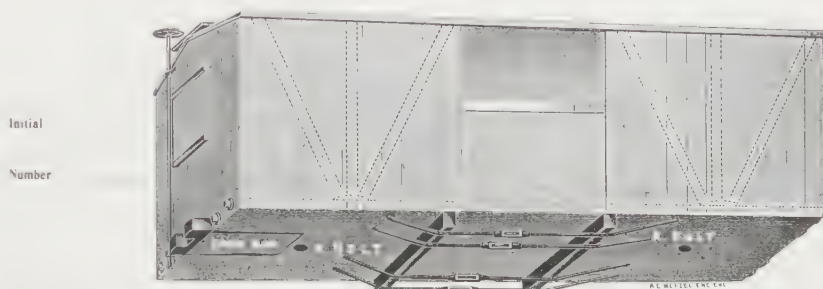
Chicago's Board of Trade Weighmaster, H. A. Foss, made a report in which every grain shipper or buyer whose grain is weighed in Chicago will find much to be thankful for. From his report we take the following:

During the year we have weighed 380,454 cars, an average of a little over 31,704; 72,124,524 bushels of grain to and from vessels, and 76,888 bags of seed. We have had 1,748 shortage complaints; have located causes for over 200 of these at Chicago and satisfactory settlements have been made with country shippers and Eastern buyers. The major portion, however, has been traced direct to mistakes,

New features that have been introduced that are a great help to the trade and facilitate the issuance of reports. We have a man at the Post Office at 6:50 a. m. each week day and thereby reports of our weighmen reach the office at 7:00 o'clock or 40 minutes earlier than before. This is important as it enables us to get certificates out much earlier. During the busy season when certificates are not called for, our messenger makes two, three and sometimes four trips daily; a morning and afternoon trip being made on all other days.

The car blank or form shown herewith which was designed for reporting leaks or condition of cars is furnished to all elevators and unloading points in the city. We used 60,000 of them last year. This has been received with decided approval by receivers and shippers of grain all over the country, and has been a very efficient means of settling numerous shortages. It has been adopted at several other terminal points.

In October I sent a letter to all the elevator concerns in the city in which I outlined a plan for this department to look after the testing of scales. All were agree-



Leaking at Bottom of Grain Door - - - □	Leaking at King Bolt - - - - - □
" " End " " - - - □	" " Draw Bar - - - - - □
" Over Grain Door - - - - □	" " Side of Car - - - - - □
" Through Grain Door - - - □	" " End of Car - - - - - □
" at End Window - - - - □	Grain Door Bulged—Leaking - - - □

leaks, poor facilities for weighing and incorrect scales at points other than Chicago. We are giving certain Western railroads reports of cars weighed at Transfer Elevators and in transfer yards, thereby enabling them to know just when their cars are unloaded and facilitating the collection of freight charges. This has enabled the receiver oftentimes to know just when his cars were unloaded.

To prove the accuracy of our weights and establish a confidence therein, we have visited the following Eastern points: Detroit, Cleveland, Erie, Port Huron, Buffalo, Goderich, Kingston Prescott, Midland, Ogdensburg, Port Dalhousie and Port Colborne. We have also made several trips to the country tributary to Chicago to adjust shortages which have been very successful, and in my opinion are very beneficial to the best interests of the trade. Shortages must occur at one of three places, point of loading, during transportation, or point of unloading. We have adjusted vessel shortages at Chicago and other ports amounting to 3,634 bushels. The average shortage on vessels loaded at this port and unloaded at different lake ports east of Chicago is three-eighths of a bushel per 1,000. This is an exceptionally low average.

able to the idea and offered their co-operation excepting one sugar refinery. The plans for doing this testing were matured, four sets of test weights purchased and distributed over the city where most convenient. An expert scaleman was employed, whom I have found a very thorough man; his knowledge of scales and the testing of same have been very valuable to us. Fees have been reduced at several different places, also on seed.

The most important thing and the greatest benefit to the country shipper has been derived by the railroad companies terminating here discontinuing the after-sweeping of cars in their yards, which enables us to know whether sweeping is properly done by the elevators when grain is unloaded. This has been accomplished through the good will of our friends, the incessant work and constant watch we have kept, of the abuse by the after-sweeper during the past. Commencing with 1900, we can say to the country trade that there is absolutely no after-sweeping permitted by any railroad in the elevator yards at Chicago. This, in my opinion was one of the principal causes for the reduction of shortage complaints during the year 1899 and will be a decided help in the future to us.

# GRAIN TRADE NEWS.

## CANADA.

M. Trester, of Hamburg, Germany, desires to represent a Canadian grain exporter.

C. E. Henry, of Tilsonburg, will engage in the grain and commission business at Kingsville, Ont.

The Toronto Board of Trade will endeavor to have the relative rates for the transportation of grain and flour adjusted more favorably to the millers of Ontario.

Grain storage facilities in Manitoba increased during the past year by 700,000 bushels, making a total of nearly 21,000,000 bushels.

The royal commission which is investigating the conditions affecting the western grain trade is collecting many complaints of farmers against elevator men in Manitoba.

Elevators have been built at Crandell and Miniota, Man., by Bready, Love & Tryon. Since last fall this firm has built nine elevators in Manitoba at a cost of \$45,000 each, and having a total capacity of 225,000 bushels.

The business of Mr. Ogilvie was so systematically carried on that the Ogilvie Milling Co. is enabled to continue the business without a hitch. His eldest son, Albert E. Ogilvie will be president of a new company to be organized as the William W. Ogilvie Milling Co.

The Winnipeg Grain Exchange has elected the following officers and committees: President, W. L. Parrish, re-elected; vice-president, William Martin; secretary-treasurer, C. N. Bell (re-elected for the twelfth time). Council, Thomas Thompson, S. A. McGaw, S. Nairn, John Love, E. O'Reilly, G. V. Hastings, S. P. Clarke, C. A. Young, D. G. McBean, T. B. Baker and G. R. Crowe, Arbitration Committee, S. A. McGaw, D. G. McBean, L. A. Tilley, S. Spink, C. A. Young, S. Nairn and A. Reid. Committee on Appeals, E. W. Thompson, R. P. Roblin, W. Martin, S. P. Clark, G. R. Crowe, Thomas Thompson and J. Love.

William Watson Ogilvie, the leading miller of Canada, died suddenly at Montreal, Jan. 12. Mr. Ogilvie was born at Montreal in 1835, and in 1852 formed a partnership with his brothers Alexander and John in the grain business. The brothers afterward built large mills at different points and have continued to operate them successfully. At the time of his death Mr. Ogilvie was building a very large mill at Fort William, Ont. Mr. Ogilvie was the pioneer grain dealer in the Canadian Northwest. From the small beginning of 500 bushels shipped from Manitoba in 1876 his business has increased to 8,000,000 bushels per year. To accumulate the large quantities required for his mills Mr. Ogilvie operated 70 elevators in Ontario, Manitoba and the Northwest. The sudden death of the largest individual miller in the world leaves a void that is felt in the business circles of the Dominion. Mr. Ogilvie was a generous donor to public enterprises, and many times has aided old friends who had met with business re-

verses. His death is regretted by all who knew him.

The Barnett & Record Co., of Minneapolis, Minn., has received the contract to erect elevators at Montreal for the Connors syndicate. Work will begin as soon as possible on a building with 1,000,000 bushels capacity, with annexes of 2,000,000 bushels capacity.

Interesting reminiscences of Mr. Ogilvie's first visit to Chicago have been made public. Mr. Ogilvie followed the railroad, and when completed to Galena bought grain up and down the Mississippi. "I will always remember my first trip to Chicago," Mr. Ogilvie said, "because it was made under such peculiar circumstances and roundabout way. It was during the winter of 1855 when I went to that city to buy wheat. I left Montreal, going to Rouse's Point, thence to Ogdensburg, from which place I drove to Rochester in a sleigh. From Rochester I went by train to Cincinnati, and then to Logansport, Ind., where I took a cut across the country to Michigan City, the principal attractions of which at that time were the trading stations and the famous Hoosier slide, which I understand has since been cut down in a number of places. From Michigan City we went to Chicago on a construction train. I knew Mr. Hutchinson, known the world over as 'Old Hutch,' in connection with his enormous speculations in wheat and pork. He was a quaint character, and understood by few. Another man whom I knew was George Steele, who dredged out the Chicago river and built the first elevator in Chicago. He was for many years the representative in the city by the lake, and was among the first to erect a dwelling on Michigan avenue. When I first went to Chicago the money with which the first cargo of wheat was bought was brought from Montreal in a trunk. The cash was all in Bank of North America bills, which were the only Canadian bank notes the sellers would accept at that time."

## ILLINOIS.

Ellis & Wagner have purchased the elevator at Secor, Ill., of J. C. Kingsbury.

Oscar Jones of Jones & Banta, Christian, Ill., was in Chicago this week.

C. D. Cole has completed a new elevator at Sullivan, Ill.

Frank Clisby is building up a good grain business at Chesterville, Ill.

A. P. Powers of Sullivan, Ill., has not sold his business to B. F. Sheridan, as reported.

Walters Bros. have sold a Page car loader to Simon Buhler & Baumann, of Frankfort-on-the-Main, Germany.

O. W. Timian has succeeded Timian & Stout in the grain business at Ashland, Ill.

Roberts, Muschell & Mosiman have sold the elevator on the Santa Fe Railroad at Washington, Ill.

Gill W. Peaslee, an old member of the Chicago Board of Trade, died recently at Windsor, Mo.

Newlan Porterfield, of Nebraska, has purchased the interest of Field & Feni-

more in the mill and elevator at Sidney, Ill.

The Illinois Grain Dealers Association held a division meeting at Farmers City, Jan. 24.

By his recent purchase of Ed. Putnam's elevator at Rossville, Ill., W. M. Prillman now controls both elevators at that point.

The Farmers Elevator near Lacon, Ill., is to be placed in operation Feb. 1, with William Scarborough in charge.

Boyle & Blakeley, of Kilbourne, Ill., inform us that they have let the contract for a new elevator to be built in May, 1900.

John Lower, who operated the grain elevator at Minier, Ill., died from a stroke of apoplexy, Jan. 18.

A. N. Gordy, Kirksville, Ill.; The advertisement brought the elevator. Please discontinue, and accept my thanks.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

C. W. Savage has purchased the interest of his brother, H. S. Savage, in the grain business at Virginia, Ill.

Henry S. Heth, a member of the Chicago Board of Trade for 27 years, and at one time very rich, died recently.

L. Kirkpatrick has moved from Clarence to Penfield, Ill., to assist his brother, John Kirkpatrick, in the grain business.

The Beardstown Lumber & Grain Co., Beardstown, Ill., has purchased ground adjoining its office.

The Nye & Jenks Grain Co., Chicago, has increased its capital stock from \$100,000 to \$150,000.

H. G. Porter, grain dealer at DeLand, Ill., on two days recently handled 20,000 bushels of grain.

The burned elevator at Anchor, Ill., will be rebuilt by the Middle Division Elevator Co., of Chicago.

The machinery for the elevator of Hight & Co., at Walker, Ill., is being supplied by the Union Iron Works.

Jesse R. Titus has purchased the elevator at Flagg Centre, Ill., of Alfred A. Thorp for \$3,000.

The capacity of Chicago elevators, private and public, is given by the Economist as 59,945,000 bushels.

The D. M. Sechler Grain Co., of Moline, Ill., has increased its capital stock from \$150,000 to \$250,000.

Will H. Fitch and J. A. Chezik have bought the grain and feed business of U. P. Hord at Aurora, Ill.

The new warehouse committee of the Chicago Board of Trade is composed of Messrs. Eckhardt, Smith and Buckley.

Mansfield & Delaney of Niantic, Ill., have equipped their new elevator with machinery furnished by the Union Iron Works.

J. D. Tobey of the Tobey Hay & Grain Co., Chicago, Ill., has filed a petition in bankruptcy. Assets, \$66,000; liabilities, \$25,727.

The Cleveland Grain Co., of Cleveland, O., has leased the elevator at Harris, Ill., of W. B. Sill, who will be retained as manager.

A convention of grain exchanges will meet at Chicago Feb. 13 to take action on the bucket-shop and minimum commission questions.

The John Grain Co., of Beason, Ill., has changed its name to Beason Grain Co. and decreased its capital stock from \$30,000 to \$20,000.

C. B. Johnston & Co., Arrowsmith, Ill.: For the grain trade news the Grain Dealers Journal is indispensable. We herewith renew our subscription.

Mrs. Evangeline Claire O'Neil, wife of H. J. O'Neil, will bring suit against the Chicago firms who caused her arrest on the charge of fraud.

C. H. Feltman, whose headquarters are at Peoria, has elevators at Cramer, Tri-voli, Hermon, Abbingdon and Berwick, Ill.

W. W. Adams & Co., of Harvel, Ill., have sold their grain and implement business to Joseph Gowling, who took possession Jan. 8.

The Farmers Elevator Co., at Wellington, Ill., has decided to operate its elevator another year, but will put in a new manager, Mr. F. W. Ranz.

Fred Ranz has resigned his position as manager for the Goodwine Grain Co., Goodwine, Ill., and been succeeded by Mr. Judy.

One of the members of Banta, Bros., Lowpoint, Ill., with his wife, intends taking in the Paris exposition during this year.

W. W. Sale, Wilburn, Ill., intends making some additional improvements at his elevator at Holton in the way of permanent implement houses, etc.

Porterfield & Barton, Jamaica, Ill., inform us that they will enlarge their elevator to a capacity of 30,000 bushels, just as soon as the weather will permit.

C. H. Wayne has leased the elevator at Reynolds, Ill., of Mr. Schoonmaker, who will retire from business Feb. 1 for a needed rest.

The Hayes Grain & Coal Co. has been incorporated at Hayes, Ill. Capital stock, \$1,500; incorporators, A. H. Fletcher, Geo. F. Hartman and Mike Clements.

N. W. & Frank Hummel, of London Mills, Ill., have bought the grain and lumber business of Swegle & Travers at that place.

Charles Beach, of Sycamore, has purchased the elevator at Elva, Ill., of George Johnson, and will also run a lumber and coal yard.

The elevator at Fruit, Ill., owned by the late firm of R. B. Evans & Co., of Edwardsville, has been bought at auction by John A. Fruit for \$1,700.

Tryon & Poole, dealers in grain, lumber and coal at Strawn, Ill., have dissolved partnership. The business will be conducted by C. H. Tryon & Son.

Alexis Grain Co., Alexis, Ill., Jan. 16: No grain moving here at present, and farmers buying what corn is offered at from four to six cents ahead of our market bids.

An Illinois shipper writes: We understand that Mike O'Neil is trying to do an irregular grain business at Fairland, Ill., and that some Decatur parties are bidding him.

Edward and Ernest Hoffman of Fairbury have purchased the elevator at Henning, Ill., owned by Robert C. Wilson, and operated until recently by Holloway & Prillaman.

E. J. Jeffress, Edwardsville, Ill., Your advertisement of elevator for sale in the Journal brought several inquiries, and I feel well repaid for the amount expended in advertising.

Sir Thomas J. Lipton, who raced for the international yachting cup, has applied for membership in the Chicago Board of Trade. He will be the first titled member of the board.

In a letter to members of the Chicago Board of Trade, Traffic Manager Hyland urges them to give their support to the Cullom bill, giving additional power to the Interstate Commerce Commission.

The La Rose Grain Co., La Rose, Ill., is figuring on building a private telephone line from La Rose to Minonk, to get private communication with its interests there.

G. & C. Smith, who bought the Putnam elevator at Rossville, Ill., last year, has sold out to W. M. Prilliman, who now owns and operates three elevators at that station.

W. J. Archer has retired from the firm of Archer, Collins & Co., at Garrett, Ill. J. T. and Ed Collins will conduct the grain and coal business under the name Collins & Co.

The average shortage of grain loaded aboard vessels at Chicago the past year was three-eighths of a bushel per 1,000, which is the best record made by any weigher at any port.

E. V. Graves, grain dealer at Duncan, Ill., is doing a large business. At one time the firm had 14 cars of corn on track; and in one week recently bought and stored 16,000 bushels of oats.

During 1899 Weighmaster H. A. Foss of the Chicago Board of Trade weighed 380,454 cars and 72,124,524 bushels of grain. Foss is a hustler, but he had several fast workers to help him.

E. J. Jeffries, junior member of the firm R. B. Evans & Co., Edwardsville, Ill.: purchased the elevator of the firm at that place at public sale, Jan. 18, and will continue the business on his own account.

Milmine, Bodman & Co., Chicago, deny the rumor that they intend to retire from the cash grain trade. The story was started because the firm has reduced its equipment somewhat on account of the dull market.

Thomas Reil will have charge of the elevator at Wyoming, Ill., recently purchased of Ryan & Harty, for \$6,100 by J. P. Code. Mr. Reil will remove his family from Bradford to Wyoming early in the spring.

The Chicago Grain & Provision Association has been incorporated by Frank F. Arnold, Thomas C. Kidder and Henry Winn. The capital stock is \$5,000, and a commission and brokerage business will be transacted.

The Farmers Grain & Coal Co., at Varna, Ill., has its affairs fixed up again and intends doing business in the future as in the past. The company has secured the services of William Scarborough as manager for the coming year.

S. E. & J. Burt Porterfield are having plans drawn for an elevator to be erected at Sidney, Ill., on the site of the mill recently burned, which they have purchased. The plant is to be a model one, with 20,000 bushels capacity.

Hey Bros., dealers in grain and hay at Chicago, Ill., have been systematically robbed for two years by thieves entering at night thru a side window of their warehouse. Their losses are placed at \$5,000. The thieves have been arrested.

The safe in the office of Marsh & Wood, grain dealers at Plainfield, Ill., was blown open on the night of Jan. 9. The thieves obtained less than a dollar in pennies; but damaged the safe and furniture to the extent of several hundred dollars.

John Hill, Jr., commission merchant on the Chicago Board of Trade, who has been active in the prosecution of bucket-shops, is forming a national bureau of weights and inspection to protect the interests of country shippers at terminal markets.

The Iowa Elevator has been withdrawn from the list of public warehouses at

Chicago, as the owners, P. B. Weare & Co., desire to convert it into a cleaning house. The building contains 1,000,000 bushels of wheat, most of it below contract.

The annual report of the directors of the Chicago Board of Trade shows receipts of \$271,284, and expenditures, \$265,497; rental from building, \$114,172; board of trade clearing house clearances amounted to \$58,366,800, and the balances to \$20,597,677.

Fryer & Smith of San Jose inform us that the Marsden Co. is looking over the country in regard to building a factory to strip cornstalks; and that there is no better place for the factory than San Jose, where stalks are plenty. The farmer would be better off by \$5 per acre.

The corn mill of the American Corn Milling Co., at Auburn Park, Ill., consuming 3,500 bushels of corn per day, is soon to be placed in operation, new machinery having been installed. The plant will run night and day to turn out brewers' grits for export.

W. C. Wilson, of Losant, Ill., has been appointed superintendent of the system of elevators being erected on the Streator-Clinton extension of the I. I. & I Railroad. One of the elevators, that at Priscilla, just about completed, will be in charge of Orange Parrett of Wenona.

A gasoline engine of twelve horse power is being placed in the elevator of the Schere Grain Co., at Weston, Ill., to replace an engine of eight horse power, found too light for the work. It is better to put in too large rather than too small an engine.

The 200,000-bushel annex to the elevator of Carrington, Hannah & Co., at Kankakee, Ill., has been completed. About 350,000 bushels of corn and oats are in store. The capacity for transferring has been increased; forty cars are now going in and out instead of thirty-five.

The auction sale of sample tables on the Chicago Board of Trade, Jan. 19, netted \$3,466 in premiums, against \$5,174 last year. It is said less grain is now received to be sold by sample; hence the commission men did not feel that they could afford to pay a high premium for choice locations.

The Illinois Grain Dealers Association has organized several local divisions since the Champaign meeting. The organization is growing both in membership and in popular favor. Thru the efforts of its traveling representatives many local troubles have been adjusted to the entire satisfaction of members.

The following committee has been appointed to revise the rules and by-laws of the Chicago Board of Trade: Charles L. Raymond, chairman; Colonel John W. Conly, Charles H. Hulburd, M. C. Mitchell, R. G. Chandler, G. T. Smith, S. A. McClean, Jr., William H. Chadwick, P. B. Weare and J. H. Milne.

The Chicago Board of Trade, Jan. 16, adopted the following resolutions: That all trading in so-called "puts" and "calls," as the same are defined by the statutes of Illinois, or any payment of moneys connected therewith, is hereby expressly prohibited in the exchange-room, and shall be deemed dishonorable conduct.

The old officers of the Chicago Board of Trade have been reappointed as follows: Treasurer, E. A. Hamill; treasurer of the clearing house, John C. Black; clearing house manager, Samuel Powell; flaxseed inspector, S. H. Stevens; provision inspector and registrar, J. A.

Tobey; Board of Trade weigher, H. A. Foss.

The report of the bucket-shop committee of the Chicago Board of Trade for 1899 shows that the number indicted was 43; fined by courts, from \$200 to \$500, 14; guilty and taken under advisement, 3; left the city to avoid arrest, 6; indicted and awaiting trial, 14; dismissed, 6; out of business since conviction, 9, and number which went out of business without prosecution, 6.

Frank Cook's grain elevator at Buckingham, Ill., caught fire Jan. 12. Boys with matches in the gasoline engine room caused the fire, which was observed by passers by and promptly extinguished. Frank has 8,000 bushels on hand, and felt pretty warm around the collar for two hours. The boys wisely stayed out of his reach. The moral is—keep boys out of the elevator.

All the private wire firms of the Chicago Board of Trade have signed an agreement not to trade in privileges, directly or indirectly, for themselves or others. The petition was circulated by Henry C. Avery, who has been the leader of the put and call traders. The privilege traders have expressed themselves as perfectly willing to quit, if all others will stop. The directors are taking steps to deal harshly with backsliders.

Fryer & Smith of San Jose, Ill., write: J. & F. J. Rapp have leased the J. L. Eyre elevator and will use it for storage purposes. The Chicago & Alton Railroad has purchased land on which to build a Y to transfer grain and other freight to its St. Louis and Peoria short line, which the company recently purchased of the St. Louis, Peoria & Northern Railroad, giving all points east and south of San Jose a direct line to Peoria, Ill.

At the annual election of the Peoria Board of Trade, Jan. 8, the following officers were elected without opposition: President, Peter Casey; vice-presidents, W. R. Buckley, R. W. Van Tassel; secretary, R. C. Grier; treasurer, B. F. Blossom. Directors, B. Warren, Jr., T. A. Grier, J. M. Quinn, A. G. Tyng, Frank Hall, C. C. Clarke, D. Mowat, C. C. Miles, A. Woolner, Jr., Frank Baker. Committee of arbitration, 2 years: M. W. Goss, Horace Clark, H. W. Lynch. Committee of appeals, 2 years: Frank Murden, P. B. Miles, Walter Barker; 1 year, M. A. Wheeler.

In his inaugural address President William S. Warren of the Chicago Board of Trade made the following suggestions: Shorten periods of future trading, with more frequent settling days, thereby more equitable distributing carrying charges; stimulate shipping business by more frequent delivery; incompetence in state inspection, as well as mixing grades, has hurt the grain trade and should be overhauled; privilege trading is illegal, hampers fluctuations and smothers speculation; keep up the fight against bucket shops; other exchanges should assist, and national legislation is needed. Nominations for candidates for all elective offices to be by full vote of the board; make bucket-shop affiliations cause for expulsion, violation of commission rule, expulsion, and all future contracts for delivery beyond the current or two following months and all contracts growing out of privileges to be debarred from the clearing house.

## INDIANA.

The establishment of friendly relations will invariably drive away discord.

Mr. Pence is looking for a location for an elevator and mill at Stroh, Ind.

Taylor & Angel, grain dealers at Evansville, Ind., suffered \$25,000 loss by fire Jan. 11.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

Morrison & Thompson, Kokomo, Ind.: Couldn't well get along without the Grain Dealers Journal.

Prices along the Big 4 between Colfax and Lafayette are entirely too high for profits to be realized by the shippers.

Charles E. Baker, of Evansville, Ind., grain dealer, has been discharged in bankruptcy. Liabilities, \$237,000; assets, nothing.

If harmony and fair profits reigned in more of the country markets of Indiana the grain business would be much more satisfactory.

Fire at Hillisburg, Ind., destroyed the grain elevator of Clark & Hillis, Jan. 4, together with 10,000 bushels of corn. Loss, over \$5,000; partly insured.

Hessian fly is reported to be alarmingly prevalent in the wheat fields of Indiana. It is believed the advent of growing weather in the spring will show the crop has been damaged one-third to one-half.

Grain shippers who go out into the country soliciting farmers to store grain in their elevators free of charge, as some dealers of Western Indiana have been doing, take a step which will surely drive all profit from the business at their station.

Mrs. Louisa W. Holeman, for many years engaged in the grain and banking business at Rochester, Ind., died Jan. 13, aged 72 years. Since the death of her husband, 30 years ago, Mrs. Holeman accumulated great wealth.

The man who sells his elevator, grain business and good will and gives only his word that he will not re-engage in the business at that point, is not entitled to any consideration from the regular trade if he re-enters the grain business there as a scoop shovel shipper, even tho the town be named Dana.

The farmers in the vicinity of Covington, Ind., have been delighted by the three cornered fight carried on by the grain dealers of Covington. It is to be hoped that for the benefit of surrounding trade as well as themselves they will soon come to their senses and maintain prices at a reasonable figure.

Jenckes & Co., of Terre Haute, Ind., have requested that their name be erased from the list of those who agree to use the Illinois Association list of regular dealers, writing that they will buy from whoever they choose. There may be one or two shippers who will not choose to sell to such a firm.

H. W. Charles, Spiceland, Ind., Jan. 19: Farmers say there will be very little wheat raised here on account of the damage by fly. Farmers are holding a good deal of the last wheat crop. Shippers cannot buy much corn just now, as farmers are selling to each other. This is a great place for feeding stock. I think considerable corn and wheat will be sold in the summer months.

## IOWA.

The scoop shovel brigade at Sac City, Ia., is quite lively.

Write your representative about the landlord lien law today.

Wesche Bros. have nearly completed their new elevator at Webb, Ia.

The Webb Grain & Coal Co. of Bedford, Ia., in erecting a commodious elevator.

C. G. Vasey and J. Gingles of Collins are conducting a scoop shovel business at Collins, Ia.

M. J. Brockman of Kingsley is about to erect an elevator equipped with a gasoline engine at Lytton, Ia.

Chris Christensen has been placed in charge of the Northern Grain Co.'s new elevator at Garwin, Ia.

William B. and George Bruning have purchased the grain and lumber business of the estate of C. Bruning at Breda, Ia.

J. C. Smalley & Co. have purchased the elevator at Waverly, Ia., on the B., C. R. & N. R. R., of the Forrest Milling Co.

The annual meeting and election of officers of the Grain Dealers Union will be held at Council Bluffs, Thursday, March 22.

Ira Conger's new elevator at Sac City, Ia., has been completed at a cost of \$3,500. The building is 32 x 36, 40 feet from sill to plate.

The proposed amendment of the landlord's lien law was published on page 20 of the Grain Dealers Journal for Jan. 10. Request your representatives to support it.

Geo. A. Groves, Arion, Ia., Jan. 20: Feeders seem to be getting well supplied, which makes it easier for dealers to buy corn.

The Davenport Elevator Co., of Davenport, Ia., has received permission to build side tracks and will proceed with construction of its large elevator.

Daniel P. Byrne & Co., receivers of grain, hay and seeds at St. Louis, Mo., will be represented in southwestern Iowa by F. J. Taylor, Jr., with headquarters at Creston, Ia.

C. H. Stone & Co., of Spirit Lake, inform us that Prichard, Stone & Co. expect to build an elevator at Terril, Ia., on the M. & St. L. Railway, in the near future, of 25,000 bushels capacity.

L. B. Munger, Castana, Ia., writes: C. C. Brewer has succeeded me in the grain business at this point. The Castana Milling Co. also handles grain. You can keep sending me the Grain Dealers Journal.

The proposed bill which provides for the amendment of the landlord lien law merits the active support of every dealer in the state. Remember now is the time to write your representatives regarding its enactment.

Barbour & Younkin, New Sharon, Ia., Jan. 17: Not much grain is stored in this part of Iowa now. The feeders are taking the corn at 27 to 30 cents per bushel, and the farmers are holding considerable small grain for better prices, altho there has been quite a free movement of oats.

The large elevator at Latimer, Ia., on the Algona branch of the Iowa Central, collapsed on the night of Jan. 23, and is a total wreck. It was full of grain. The elevator was built last year by the Mahoney Elevator Co., and was operated by James Mahoney. It pays to get a good elevator while you are buying.

C. M. Morse, formerly of the firm of Dunkelbarger & Morse, Nevada, Ia., is no longer a regular grain dealer. Some card bids and market quotations are still being sent to him, all of which he uses to make trouble for the regular dealers of that vicinity. He does no shipping but shows the bids to growers.

The grain dealers and millers who are members of the state legislature are in a position to do much effective work to-

wards securing an amendment of the landlord lien law and the needed relief of the grain buyers who are now forced to serve as rent collectors without pay by the landlords who lease farm lands.

Fire at Lester, Ia., Jan. 13, destroyed the elevator of Roach, Keck & Wold, with all its contents. Loss on elevator, \$2,000; insurance, \$1,000; loss on grain \$1,500; fully insured. The origin is believed to be incendiary.

Rockwell City, Ia., will be the central office for handling the business of the five elevators being built by the Western Grain Co., at the new towns of Knierim, Richards, Moseley, Yetter and Rockwell City, on the Illinois Central Railroad. The capacity of the houses is about 25,000 bushels each. The headquarters of the Western Grain Co. are at Winona, Minn.

C. J. Hilland & Co., of Bode, Ia., write: Feeders are offering 3 to 4 cents more for corn than we can pay to ship it. A. Rossing, styling his name Rossing Hay & Grain Co., who fixed up an old hay barn off the track, for storing grain, after attempting for the last three months to buy and store grain, has closed up and left town, having bought only three cars of grain.

J. V. F. Babcock, Ida Grove, Ia., writes: Terwilliger & Dwight of Sioux City have bought the Carrier Elevator at Hornick. A \$15,000 flour mill is in course of construction at that place. Elevator sites are much sought for and hard to get in this state at present. There was a meeting of grain men at the Garrettson Hotel, Sioux City, Jan. 8.

The Ida County Pioneer of Jan. 11 contains a lengthy article showing the wonderful growth of the Grain Shippers Mutual Fire Insurance Association since its organization three years ago. It is gratifying to grain dealers to learn that the insurance association has been so successful. Insurance in the Grain Shippers Mutual has proved to be both cheap and safe, and its growing popularity is attested by the fact that Secretary F. D. Babcock is constantly receiving applications for policies to cover mercantile stocks, dwellings, farm risks and manufacturing establishments.

James A. Smith, Spirit Lake, Ia., Jan. 22: There is little going on in our line. This is a poor grain town; as our county, especially this immediate part of it, is largely water. The summer people who come to enjoy our lakes pay to the town what a good productive soil would pay. This point ships about 200 cars of grain a year. No corn will be shipped this winter; all bought up by feeders who pay from 1 to 5 cents over market price. Considerable wheat and barley yet in farmers' hands. Flax about all in. The spring crop will go in good shape, as an immense amount of fall plowing has been done.

G. A. Stibbens, Coburg, Ia., secretary of the Grain Dealers Union, has sent two copies of the proposed landlord's lien law to each member with a letter in which he states the landlord's lien law in this state works a hardship upon grain dealers, frequently causes them a great deal of inconvenience and often gets them into law suits. At a meeting of the Grain Dealers' Union held Jan. 9th it was thought advisable to take the question up with the present legislature and urge them to amend the lien law. We urge you, upon receipt of this, to mail one bill to your representative and one to your state senator, requesting them to urge their influence and support this measure. In order to accom-

plish our object, we must have the hearty co-operation of every grain dealer.

## KANSAS.

H. A. Wynn, Perth, Kan., Jan. 20: Wheat as a rule in this vicinity is fine.

R. R. Roth informs us that J. A. Roth has not quit, but is still in the grain business at Caney, Kan.

J. S. Liggett, of Hennessey, Okla., it is said, will build a 25,000-bushel elevator at Wichita, Kan.

The Railroad Mill & Elevator Co. has been incorporated at Coffeyville, Kan., with \$30,000 capital stock.

C. E. Smith, Effingham, Kan.: I desire to continue taking the Journal, as we consider it a valuable help to us.

H. A. Wynn will make some important changes in his elevator at Perth, Kan., before the movement of the new crop.

The expenses of the Kansas State Grain Inspection Department during December were \$2,650, and the receipts, \$1,829.

H. F. Probst, of Bluff City, Kan., informs us that he has masons working on the foundation for his 15,000-bushel grain elevator. The equipment will be modern in every respect.

J. L. Heath & Sons have remodeled their elevator near Peabody, Kan. To help out the 15-h. p. gasoline engine now in use they have purchased another gasoline engine of 28 h. p.

W. W. Culver, former state inspector, is negotiating with the Farmers' Mill and Elevator Co., of Great Bend, Kan., which recently begun operation, to take charge of its business. The farmers of that vicinity formed a stock company last fall for the purpose of building a mill and elevator, and they now have one of the best equipped mills in central Kansas. The association has more than 200 members and \$25 is the smallest amount of stock issued. The object of the association is not to make money, but merely pay the running expense, the farmer to derive the benefit from the increased prices paid for wheat. The company has an authorized capital of \$25,000, with a paid up capital of \$10,000. F. M. Russell is president and O. A. Smith secretary and treasurer.

The Grain Dealers' Association of Harper, Cowley, Barber, Sumner and Sedgwick counties held a meeting Jan. 16, at the offices of the Hunter Milling company, Wellington. President Sam E. Cole of Harper presided over the meeting. S. V. Carter of Wellington is secretary of the district association. The persons attending were: Sam Cole of Harper, president of the Southern Kansas association; E. J. Smiley of Concordia, secretary of the state association; A. E. McKenzie of Kansas City, Kan., state grain inspector; Ben Smith, W. A. Miller and John Richmond, of Anthony; J. P. Voorhees and A. Hibbard, of Kansas City; A. Sturges, of Wichita; G. W. Hough, of Milan; Clark Knox and J. G. Sicheloff, of Belle Plaine; B. F. Kelsey, of Oxford; C. H. Sering and A. Hunt, of Arkansas City; J. Tiplar, of Geuda Springs; Felix Hatfield of Rome, John Chelf, of Kiowa, and H. A. Wynn, of Perth.

## MICHIGAN.

M. McMorran will build an elevator at Kinde, Mich.

Readers will confer a favor by reporting new elevators, new firms and business changes.

Sebring & Forbes, grain dealers at Kalamazoo, Mich., have retired from the business, at least for the present.

M. O. Sebring, Kalamazoo, Mich.: The Grain Dealers Journal is a live paper and well worth its price to any grain firm.

Mendon is one of the best grain towns in St. Joseph county, Mich. The Beebe Elevator Co. at that point handles about 120,000 bushels a year.

Produce commission merchants of Benton Harbor, Mich., are organizing to fight the new license law, which applies to grain commission merchants as well. The provision requiring a \$5,000 bond is obnoxious.

The Ann Arbor Railway has placed in operation the large elevator at Frankfort, Mich., built by the Moulton-Starret Co. The company is considering the use of the Marconi wireless telegraph system to transmit messages across Lake Michigan, 83 miles, to Menominee, in order to better direct the grain traffic.

James H. Donovan & Co., grain commission merchants on the Detroit Board of Trade, failed Jan. 15, with \$15,000 liabilities. Dullness in the speculative grain market, and small receipts of grain at Detroit are assigned as the causes. Mr. Donovan has been very popular on the Board, always striving to promote its best interests. His entry into the grain trade was with Jacob Beeson & Co., in 1874. In 1880 he went with Sherman, Waldron & Co., and six years later with Samuel Finney. After three years he became a partner in the firm of J. F. Zahm & Co., the well known Toledo receivers, and remained with them until he formed the present firm, four years ago.

The Michigan crop report issued Jan. 9 by Justus S. Stearns, secretary of state, says: During the week of cold weather in December the wheat fields were covered with snow in most of the counties of the state. What effect this will have on wheat cannot be ascertained at the present time. One-half of the correspondents think that wheat has suffered injury during December. Whether this injury is due to unfavorable climatic conditions or to the ravages of the Hessian fly, cannot be determined. With favorable conditions Michigan may have a fair wheat crop this year, but to the conservative observer the chances are against it at the present time. Farmers' deliveries of wheat during December were 714,087 bushels; and during the five months since August, 3,695,490 bushels; against 9,769,166 bushels during the corresponding months of 1898.

## MINNESOTA.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

Grain receipts at many points in Minnesota were very light during the first half of January.

Poor sledding made January a dull month with the grain dealers in the vicinity of Winona, Minn.

W. A. Townsend, of Minneapolis, has arranged to represent Karger Bros., grain dealers of Milwaukee.

L. J. Phillips, of Rose Creek, Minn., expects to re-engage in the grain business as soon as he finds a suitable location.

The E. M. Walbridge Co. has been incorporated at Northfield, Minn., with \$50,000 capital stock, to deal in grain.

N. J. Barnes of the Peavey Elevator at Wheeler, will succeed H. J. Schrapps as

manager of the Farmers Elevator at Morris, Minn.

N. O. Henricks' elevator at Fergus Falls, Minn., has been purchased by the Dakota Elevator Co., which retains Mr. Lystrom as agent.

The Finch-Parker Grain Co. has been formed at Tracy, Minn., to operate six elevators, among them being the Atlas Elevator at that point.

Hans Reese, of Armstrong, is building four elevators on the St. Louis road at Ormsby, Monterey, Sherburn, Minn., and the new town south of Sherburn.

The Grain & Lumber Exchange has been incorporated at Winona, Minn., with \$100,000 capital stock, to erect an office building. President, Charles Horton; secretary, Frank Horton; treasurer, John R. Marfield.

S. H. Spitzer, agent at Manley, Minn., for E. A. Brown, grain dealer, and the Sioux City & Northern Railroad, has been arrested on the charge of embezzlement. There being no bank at Manley, Spitzer was given cash with which to pay for grain. It is alleged that Spitzer would buy a load of grain at 50 cents and charge Mr. Brown 52 cents. A farmer complained to Brown that Spitzer had not treated him right. The figures given by the farmer did not tally with those reported by Spitzer, and an investigation was made. Spitzer is wealthy, has borne an excellent reputation, and his arrest is a great surprise.

The St. Paul Pioneer Press says the Inter-State Elevator Co. was incorporated three years ago with a capital stock of \$200,000. The general offices are at Winona and fifty elevators are operated in South Dakota, Minnesota and Iowa, along the line of the Chicago & Northwestern railway. The company controls an elevator capacity of 500,000 bushels; has every advantage for storing and handling wheat, corn and other grains, its business amounting to more than 4,000,000 bushels annually. The company ships to the Minneapolis, St. Paul, Milwaukee and Chicago markets, where the most favorable business connections are maintained. Charles Horton, the president, is also president of the Empire Lumber Co., and vice-president of the First National bank. J. R. Marfield, secretary, is vice-president and manager of the Marfield Elevator Co. W. P. Tearse, vice-president, is treasurer of the Empire Lumber Co., and a director in the Merchants' bank. R. E. Tearse, treasurer and manager, is in active charge of the affairs of the company.

## MISSOURI.

The St. Louis Elevator & Cold Storage Co., of St. Louis, Mo., is erecting a large warehouse.

The oatmeal mill of the Corle Oatmeal & Cereal Co., at Kansas City, Mo., is to be reopened.

The Connor Milling & Elevator Co. has been incorporated at Holden, Mo. Capital stock, \$30,000; incorporators, H. C. Connor, C. H. Sheidenberger, Lon Hank and W. H. Hagemeyer.

John W. Baker, of St. Louis, Mo., who operated extensively in the speculative grain markets with other people's money, has been taken into custody by the federal authorities on the charge of using the mails to defraud.

To formulate rules governing deliveries of grain out of regular elevators at St. Louis, Mo., the following committee has been appointed: W. T. Haarstick, chair-

man; F. E. Kauffman, R. P. Annan, William P. Kennett and Peyton T. Carr.

The Chalfant-Burrough Grain & Bran Co., of Kansas City, Mo., has brought suit against Frank P. Chalfant to recover certain real estate. The Chalfant-Burrough Grain & Bran Company was composed of L. M. Miller, R. E. Kidder, J. C. Edwards, John Kelley, Frank P. Chalfant and Philip E. Burrough. The Chalfant-McEwin Grain Company has succeeded to the business of the Chalfant-Burrough Grain & Bran Company.

The new officers of the St. Louis Merchants Exchange are: President, Oscar L. Whitelaw; first vice-president, William T. Haarstick; second vice-president, Frank E. Kauffman. Directors, full term—William P. Kennett; E. P. Bryan, Bert H. Lang, Erich Picker, Jesse H. Holmes; director to fill vacancy caused by the resignation of E. B. Eno, D. H. Steigers. Committee of appeals—F. H. Gieselmann, C. A. Cunningham, Edward M. Flesh, Vincent M. Jones, F. W. Steele, L. B. Brinson, E. P. Teasdale, Ben P. Corneli, Emil W. Gessler, T. F. Petri, E. H. Young, J. J. P. Langton. Committee of arbitration—S. A. Whitehead, E. A. Faust, John G. Mittler, Charles T. Neale, John H. Louderman, R. L. Forester, E. L. Waggoner, Frank Goodnow, C. W. Blow, E. L. Bartlett.

## NEBRASKA.

The Updike Grain Co. has bought H. Bedford's elevator at Bee, Neb.

The Farmers Union Elevator Co., of Oakland, Neb., will renew its charter.

Readers will confer a favor by reporting the grain trade news of their vicinity.

George Schuessler of Rogers, Neb., will put in a Page car loader furnished by Walters Bros.

The Grain Growers Mutual Hail Association of Omaha, Neb., has passed into the hands of a receiver.

William Burk has placed a 50 h. p. Frost steam engine in his elevator at Friend, Neb.

The Updike Grain Co. is installing gasoline engines of five horse power at its elevators at Seward, Dwight and Bee, Neb.

At Wahoo, Neb., the Updike Grain Co. has just completed a 15,000-bushel elevator, equipped with a five horse power gasoline engine.

At Battle Creek, Neb., the Updike Grain Co. next spring will build an elevator of 15,000 bushels capacity. Stone for foundation is already on the ground.

Bossemeyer Bros.' new elevator on the Santa Fe tracks at Superior, Neb., has been completed. The plant is equipped with special arrangements for sacking grain for the Mexican market.

The Northern Grain Co., of Chicago, Ill., has established a new office at 326 Board of Trade, Omaha, Neb., in charge of George A. Wells, who will send track bids to Nebraska and part of Iowa.

During the two and one-half months the Nebraska Grain Dealers Association had its membership fee down to \$1. Members representing 110 elevators were admitted. The fee has been advanced to the old amount, \$3. Some of the organizations with high initiation fees should induce their offices to think over the advisability of a temporary reduction.

On complaint of P. F. Sandman, grain dealer operating a small warehouse at Harbine, Neb., the state board of transportation has made a ruling that the Rock

Island Railroad must not discriminate in favor of the two elevators at that point and against Mr. Sandman. The board says: In case of a scarcity of cars so that the requirements of all shippers cannot be met, then that company shall furnish plaintiff cars in proportion to the amount of grain in sight and ready to be shipped, and that grain bought by plaintiff to be delivered on the track on a given date shall be considered in sight on that date within the meaning of this order.

## NEW ENGLAND.

Gilmore & Guertin, of Jefferson, Mass., contemplate establishing a retail grain department.

A. J. Haskell, of Bethel, Me., has engaged in the grain business, and in the spring will erect larger buildings.

The steamer Micmac recently loaded 1,500 tons of hay at Boston, Mass., for the British troops in South Africa.

C. B. Cummings Sons, of Norway, Me., have established a branch grain and feed store at Bethel, with Clement Ward as manager.

Edward P. Merrill, grain broker, Portland, Me., writes: But little mill feed here on track; of what there is demurrage will be paid on some. The country dealer will not buy it at to-day's shipping price. The grist miller at the cross-roads oils his bearings, grinds up corn and oats, and hopes the job will last all winter.

## NEW YORK.

The Toomey Co. will build an elevator at Dunkirk, N. Y.

W. R. Perkins & Co.'s elevator at Newburgh N. Y., was burned Jan. 10. Loss, 9,000; small insurance.

The British steamer Hortensia sailed Jan. 10 from New York for South Africa with 25,000 bales of hay for the British troops.

Dexheimer's grain elevator at Beach Ridge, N. Y., was burned Jan. 20. The books were saved. The property was insured.

It is said that several thousand dollars in the treasury of the Buffalo Grain Shovelers Union has disappeared.

The immediate improvement of the Erie Canal was strongly recommended at a special meeting, Jan. 10, of the Buffalo Merchants' Exchange, in order that the state may maintain its supremacy, and meet the competition of the new Canadian water route.

Exports of grain from New York last year as reported Jan. 11 by the secretary of the Produce Exchange, were 32,071,000 bushels of wheat; 40,151,000 bushels of corn; 14,591,000 bushels of oats; 2,809,000 bushels of rye, and 7,731,000 bushels of barley. Compared with 1898 the exports of corn and barley increased, while those of wheat, oats and rye decreased.

The firm of Truscott & Heathfield at Buffalo, N. Y., has been dissolved by mutual consent, as reported in the last issue of the Journal, and will not be continued, each member having formed a new firm. William G. Heathfield has formed a partnership with Edgar T. Washburn under the name Heathfield & Washburn, to conduct a commission business in grain and mill feed. Mr. Heathfield has been actively engaged in the grain business for the past twenty years, the last thirteen years as a member of the firm of Truscott & Heathfield, having charge of all

their sales of track grain at Buffalo, and enjoys an extended acquaintance with western shippers.

John D. Shanahan, chief grain inspector of the Buffalo Merchants Exchange, in his annual report for 1899, shows a remarkable increase in the number of cars inspected. In his work for the past year he has been progressive and up to date and one of the first acts of his administration was to recommend a reduction in the rates of inspection, with the result that the gross receipts of the department have increased several thousand dollars. He has also made many improvements in the service which has placed Buffalo on an equal footing with other large grain centers and are greatly appreciated by dealers here and shippers and receivers east and west. In 1899 Mr. Shanahan's department inspected 33,024 cars and 12,040,368 bushels of grain; against 23,131 cars and 9,303,137 bushels in 1898, showing a large increase in the business of Buffalo, thru traffic being omitted.

### NORTHWEST.

C. H. Weiss, grain dealer at Wentworth, S. D., has failed on account of the foreclosure of a chattel mortgage.

The Tri-state Grain Growers Association is holding a very successful convention at Fargo, N. D., beginning Jan. 23 and continuing four days.

W. H. Stokes' grain elevator at Castlewood, S. D., was burned Jan. 18. Loss, \$10,000; contents fully insured; building insured for \$3,000. Mr. Stokes, who operates a mill at Watertown, will rebuild the elevator in the spring.

### OHIO.

Send us the grain trade news of your vicinity.

Ed Meyers is said to have rented the elevator at Ney, O., taking possession March 1.

J. M. Neer informs us that he has purchased the elevator property of J. E. Boyd at Marion, O.

Smith Jenks' elevator at Blessings, O., was burned Jan. 16. Loss, \$3,500; insurance, \$2,500.

Local grain rates into Toledo, O., have been made uniform at a recent meeting of the Toledo freight committee.

J. G. McGaw of Alliance has purchased the interest of Mr. Overholt in the grain business of Overholt & Fombell at Wooster, O.

The directors of the Toledo Produce Exchange have made a rule that 700 bushels shall constitute a carload of wheat, and the carriers also have a new rule on this subject.

L. Simonton, whose grain warehouse at Lebanon, O., was badly damaged by fire Dec. 31, informs us that he will build this spring a new elevator with the latest improved machinery.

Miss Mary Spangler of Canton, O., is soliciting subscribers to the capital stock of the Canton Grain & Elevator Co., which is to engage in the grain business and build an elevator.

Wright & McDill, grain dealers and millers at College Corner, O., have been succeeded by the McDill Milling Co., A. G. McDill having purchased the interest of E. C. Wright.

Fire at Oak Harbor, O., Jan. 15, badly damaged the elevator of Emory Thier-

wechter. Water soaked the 12,000 bushels of grain in store. Loss, \$8,000; insured.

Toledo's receipts of grain last year included 15,162,000 bushels of wheat; 15,168,000 bushels of corn; 3,632,000 bushels of oats; 820,000 bushels of rye; and 1,072,000 bushels of barley. Receipts during 1898 were 16,758,000 bushels of wheat; 13,483,000 bushels of corn; 2,577,000 bushels of oats; and 389,000 bushels of rye.

The official report of the Ohio Department of Agriculture gives the condition Jan. 1 of wheat at 75 per cent; winter barley, 82; rye, 86; corn in crib, condition, 97. The proportion of corn to be fed on the farm is given at 75 per cent of the crop. Most sections report that wheat appeared to be going steadily backward until frozen up. What will be the result of spring opening and growth is impossible to predict at this time. The cold of winter may have a tendency to reduce the fly that has worked so assiduously upon the plant almost since its appearance, and that which is not totally destroyed and possessed of good root may show an advance or regrowth in the spring and produce better than present indications. Severe cold and hard freezing the latter part of December, with the ground bare of snow in most counties of the state, have been severe on the wheat plant, which is quite tender and weak, the only redeeming feature is that it has been comparatively dry and there has been no extreme alternate freezing and thawing thus far.

### PACIFIC COAST.

A. J. Dexter has bought the grain warehouse of Otis Darnell at Chelan, Wash.

Farmers in the Pacific Northwest continue to hold about 60 per cent of the wheat crop.

The property of the Pacific Coast Grain & Seed Cleaning Co. at Walla Walla, Wash., will be sold by auction.

The Kettenbach Grain Co. has been formed at Lewiston, Idaho, to buy flaxseed and other grain.

The San Francisco Hay Exchange gave its sixth annual banquet recently. The affair was thoroughly enjoyed by the large number present.

Fire at San Francisco, Cal., Jan. 14, damaged 1,000 sacks of grain belonging to Eppinger & Co., G. W. McNear and Spivalo & Co.

A flood at Kendrick, Idaho, Jan. 13, carried away half the warehouse of the Kendrick Grain Co., in which was stored 50,000 bushels of wheat.

The H. C. Hill Grain & Dock Co. has been incorporated at Seattle Wash. Capital stock, \$4,000; incorporators, T. S. Lippy and H. C. Hill, both of Seattle.

The Southern Pacific Railway Company has loaded 12,000 sacks of barley at Oceano, Cal., for shipment by rail to New Orleans, and thence to London, Eng.

A. G. McAdie, of the California crop bureau, in his report for the week ending Jan. 15 says: Conditions have been unfavorable for plowing and seeding in most of the northern valleys, especially on black lands, as the ground is too wet. Warmer, drying weather is needed in these localities. The fog and cold weather have retarded grain, and probably held back fruit. No damage was reported from frosts on Monday, Tuesday and Wednesday nights. Early sown grain is in very good condition, and there is every indication of a large crop.

### SOUTHEAST.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

C. A. Reynolds and A. W. Moore have formed a partnership to engage in the grain and feed business at Pulaski, Tenn.

A grain elevator is being erected at Hickman, Tenn., by the Nashville, Chattanooga & St. Louis Railway Company.

R. T. Redding of the Georgia experiment station said Jan. 14: I haven't seen oats better in years; they are just doing as well as they could and have not been injured in the slightest. As for wheat, the area sown is larger than was ever known in this section, and it is doing nicely, thanks to the care the farmers have taken in preparing their land this year.

### SOUTHWEST.

Tonkawa, Okla., is a good grain shipping point, having sent out about 100 cars per month until the roads became soft.

The elevator of the Durango Milling & Elevator Co., at Durango, Colo., was damaged by fire Jan. 19. Loss, \$3500; insured.

The elevator and mill at Nowata, I. T., was burned recently, causing \$14,000 loss, with \$9,000 insurance. The owners were G. W. and W. A. Whitford and G. T. Winkler.

W. R. Binkley, Kingfisher, Okla., Jan. 9: We are having a week of rain, so everything is very quiet in the grain trade. About 40 per cent of the wheat is in farmers' hands yet, so we are assured a fair trade until next crop. The growing crop is in fine condition.

### TEXAS.

R. H. Griffin has purchased the interest of his partner, J. B. Moore, in the grain business at Alvin, Tex.

C. F. Moore, grain dealer at Bryan, Tex., has received an order from the Department of Agriculture at Washington for some of his famous rust proof oats.

The Tarrant Grain & Mill Co. has been incorporated at Fort Worth, Texas. Capital stock, \$10,000; incorporators, C. T. Hodge, C. H. Want, C. Barr and A. E. Want.

In view of the fact that grain states like Illinois, Nebraska, Missouri, Kansas, etc., impose no occupation tax on grain buyers, Texas dealers do not feel that they are making any unreasonable demand in asking that grain buyers in Texas be placed on an equal basis with dealers in other similar lines of business and that their occupation tax be made payable quarterly.

E. W. Morten, Farmersville, Tex., Jan. 15: The wheat crop of last year has been mostly marketed. The corn crop also has been sold and shipped. The crop was not as large as that of 1898. There is a larger acreage of wheat sown than last year, and wheat never looked better or more promising at this season of the year than it does now. Over all north Texas, our farmers never were more prosperous than now, thanks to a kind providence.

### WISCONSIN.

Ex-Chief of Police William H. Crumpton of Superior, Wis., will engage in the grain commission business.

Albert Potratz has bought a half interest in the elevator of George Cordes at Marion, Wis.

The A. G. Wells Co. has placed its new grain house at Askeaton, Wis., in operation, with John Summers, Jr., as buyer.

The Wisconsin Malt & Grain Co., of Appleton, Wis., has contracted for an addition to its plant of 500,000 bushels capacity.

J. Evans, Barneveld, Wis.: I think the Grain Dealers Journal is just the right thing for the grain public to learn about one another and what they need.

G. R. Woodward, merchant, who has been handling grain for several years at Little Rapids, Wis., without adequate facilities, contemplates erecting a large grain warehouse next spring.

The Northern Grain Co., of Manitowoc, which built an elevator at Chipewa Falls, Wis., last fall, has retired from business at that point. The elevator has been leased to Clark & Taylor, who will operate the plant in connection with their own business for a percentage of the profits.

After a preliminary meeting at Sheboygan, Jan. 10, a number of representative grain dealers of Wisconsin held a session at Milwaukee, Jan. 18, to organize a state association. The primary object is to compel the railroads to equalize grain rates to different markets. At present the railroads discriminate in favor of Chicago and Milwaukee. Among those active in the movement are Eugene M. McIntyre, Waldo; Noah Seaman, Adell; Andrew Pick, West Bend; M. B. Helmer, R. F. Allen and John Reinig, Fond du Lac; S. Marshan and H. S. Holbrook, Appleton; W. B. Gluinuis and C. H. Quackenbush, Green Bay; A. W. Finnigan and M. L. Altenhofen, Random Lake; John Wolfinger, Dundas; F. Tesch, Chilton; H. H. Greve, New Holstein; B. Thalhein, Plymouth; Charles Pichard, Malone; H. A. Pieper, St. Cloud; A. L. Wirtz, Peebles; W. P. Jockem, Cedarburg, and H. Frederich, Fredonia.

A conference of railroad officials and grain receivers was held at Milwaukee, Jan. 18, to consider changes in grain rates to Milwaukee and Chicago. The result was unsatisfactory, the Chicago & Northwestern alone showing a disposition to be fair, the others declining to grant any concessions. The receivers were represented by E. P. Bacon, O. Z. Bartlett, C. A. Chapin, Robert Eliot and George A. Schroeder. The latter said: The commission men feel that they as agents of the producers have a right to protect the producers' interests. The present rates in effect on grain in Wisconsin, taking the territory within a radius of 100 miles of Milwaukee, are still from 10 to 30 per cent higher than the rates in the state of Illinois for similar distances, and from the territory ranging from 100 to 200 miles west of Milwaukee the rates are over 30 per cent higher for similar services performed in the state of Illinois. In all other states rates are made with particular reference to the distances that the freight is hauled, but this is not the case in Wisconsin. Only where there is particular competition in Wisconsin are rates on a reasonable basis. In all other sections they are held up as high as possible. This is plainly seen from the tariffs of the Milwaukee road, which makes a rate of 11 cents from Madison to Milwaukee, while the same rate applies for 100 miles west of Madison to Milwaukee. The same condition exists on the Northwestern line north of Madison and La Crosse and the Milwaukee road west of Portage. The railroads seem to give no consideration whatever to the cost of transportation, but simply charge the highest rate possible to get.

#### THE BIRD ELEVATOR SEPARATOR,

A country grain man who has a good cleaner in his elevator is in a position to get much more for grain shipped than one who has not. For by cleaning his grain it arrives at the terminal market in good condition and grades better. He is also able to load more grain into the car and does not have to pay freight on dirt, which alone costs many dollars each year. This is evidenced by the fact that last year country shippers who shipped to Duluth paid enough freight on dirt almost to buy a cleaner for all who shipped to that market. This alone ought to cause all shippers who have no cleaners to give the matter careful consideration.

The accompanying cut shows the Bird Elevator and Receiving Separator, manufactured by the Ingle Manufacturing Co., Hoopeston, Ill.

One of the special features of the machine is the triangular supporting frame, which acts as a perfect brace and gives the machine a rigidity which is hard to be

#### BOOKS RECEIVED,

BALL'S RAPID GRAIN CALCULATOR is the name of a set of tables which are used for reducing pounds to bushels in wagon load quantities in even bushels only. Each table is printed on a separate card and the cards are supplied in sets of four. They show the reduction of any wagon load of wheat, shelled corn, rye, oats, barley, clover, beans, peas and potatoes. Each table is printed on superior bristol board from heavy faced type in two colors—black and red. The black shows the number of pounds and the red the number of even bushels. The cards are of convenient size, being  $5\frac{1}{4}$  x 14 inches and are intended to be tacked up beside the scale for ready reference, or placed under glass on table. These tables have always sold for fifty cents, but can be bought for thirty-five cents, while they last. Address Grain Dealers Company, 10 Pacific Ave., Chicago.



The Bird Elevator Separator.

attained in any other style of frame. The shoes which contain the screens are run from different eccentrics in opposite directions, thus compensating the shake of the machine and doing away with all pounding and vibration. Three screens are used, two in the upper and one in the lower shoe. The screen in the lower shoe extends the full length of the machine, thus giving a greater screen surface than can be reached by the use of shorter screens. Both suction and open blast is used according to the requirements of the purchaser. These blasts are very powerful, but can be adjusted with perfect ease to suit any class of work.

This is a general machine and will do any kind of work by the proper adjustment of the screens. It can be used for cleaning corn, oats, wheat, rye, barley and flax, and for separating corn from oats, wheat from oats, wheat from barley and wheat from flax.

This firm makes a specialty of building these machines to order and fitting them to do any class of work.

GOOD ADVERTISING is the title of a practical book for advertisers by Charles Austin Bates, of New York, N. Y. This is the most comprehensive and best book of its kind that has reached us. It is largely made up of definite answers to definite questions, from practical business men and all statements made are founded on actual experience. This book contains 600 pages, and 175 different topics are discussed. Some of them are: What advertising really is; Display ads; Booklets, Circulars and Catalogs; The Appropriation, Sign-board advertising, Newspaper and Magazine advertising; Advertising different lines of business, the different businesses being discussed separately. Many other ideas and thoughts are given, which if carefully read and digested would be the means of advertisers getting better results from their advertising. This book is printed on book paper, well bound in cloth and can be obtained by sending \$5.00 to Charles Austin Bates. New York.

## THE GOVERNMENT CROP REPORT,

Final estimates of the acreage, production and value of the crops of 1899, were made public Jan. 20 by John Hyde, statistician of the Department of Agriculture.

The values are based on the average farm prices on Dec. 1, in accordance with the practice of the Department.

The wheat acreage was 44,592,516, the production 547,303,846 bushels and the value \$319,545,259, the average yield per acre being 12.3 bushels and the average farm price per bushel was 58.4c.

The corn acreage was 82,408,587, the production 2,078,143,933 bushels and the value \$629,210,110, the average yield per acre being 25.3 bushels and the average farm price per bushel was 30.3c.

The acreage in oats was 26,341,380, the production 796,177,713 bushels and the value \$108,167,975, the average yield per acre being 30.2 bushels and the average farm price per bushel was 24.9c.

The barley crop is estimated at 73,381,563 bushels, the rye crop at 23,001,741 bushels, the buckwheat crop at 11,004,473 bushels, the potato crop at 228,783,232 bushels and the hay crop at 56,653,750 tons.

## HARMONY WANTED.



If you want a quiet place where you can do business without opposition and at a profit place an ad in the "Elevators Wanted" column of the Grain Dealers Journal.

The Kansas & Southern has recently completed 10 miles of road from Blaine to Westmoreland, Kan., and proposes to extend from Westmoreland to Wamego on the south, 18 miles, and from Blaine to Frankfort on the north, 15 miles. Irving H. Wheatcroft, of Westmoreland, is general manager.

The Texas railroad commission has decided that a shipper can control the routing of a shipment. A sugar refiner had 4,000 tons of cane on the line of the Houston & Texas Central, which he desired to ship to his refinery via a route which would include a railroad in which he was himself interested.

The city of St. Cloud, Minn., has won its suit against the Northern Pacific railway before the Interstate Commerce Commission for violation of the long and short haul clause. St. Cloud merchants were charged more for a short haul than merchants in other towns paid for a longer haul over the same line.

## SHRINKAGE OF CORN,

An interesting experiment on the shrinkage of corn has been made by the Iowa experiment station. On Oct. 19, 1898, 7,000 pounds of corn was husked, and stored in a crib, 13½ feet long by 7½ feet wide. Once a week the corn was weighed.

During the first three months, or from October 19 to January 19, the loss was 630 pounds or 9 per cent of the original weight. From January 19 to April 19, the loss was 390 pounds or 5 and four-sevenths per cent of the first weight. During the next three months the loss was 220 pounds or three per cent of the original weight. During the last three months, that is, from July till October, the loss was 190 pounds or 2 and five-sevenths per cent of the original weight.

The loss during the whole period was 1,430 pounds or a trifle more than 20 per cent. This means that a bushel of corn weighing 80 pounds in a condition similar to this, will weigh 64 pounds at the end of a year, or if calculated to weigh 75 pounds at time of storing will weigh 60 pounds after having been stored for one year. At time of storing the crop contained 28 per cent moisture.

## OVERLOADING OF CARS,

According to a decision of a Southern Court it is the duty of the railroad company to see that its cars are not overloaded. The responsibility cannot be placed on the shipper. The liability of the carrier is not affected by the fact that the car is loaded by the owner of the goods intrusted to it for transportation, for upon the carrier rests the duty to see that the packing and conveyance are such as to secure their safety, and the consequence of its neglect in these particulars cannot be transferred to the owner of the property. A provision in a contract for the transportation of live stock exempting the carrier from the consequences of overloading its cars, as for example a provision that the owner and shipper is to load, transfer and unload the stock (with the assistance of the company's agent or agents) at his own risk, is an attempt to exempt the carrier from liability for negligence in performing its own duty, and cannot, therefore, avail the carrier anything, even in the absence of any statute like the one in that state forbidding a railway company from overloading its cars with live stock. Supreme Court of North Carolina, Crawford vs. Southern Railway, 34 S. E. Rep. 80.

William J. Conners, the head of the syndicate that will erect elevators at Montreal, says: Montreal will not be a competitor of Buffalo in the grain trade. We will have the same rate from Buffalo to Montreal as from Port Colborne to Montreal, and I predict that more grain will be handled through the Buffalo elevators in the next five years than has ever been handled before in the same length of time. We have received every concession we desire, and the terminals at Montreal will be the finest in the world. The railroads have injured both Buffalo and Montreal in the past, and by the opening of the Canadian route the sufferers will be the seaboard cities now receiving the grain by rail.

Wheat is so cheap at present in the Pacific northwest that growers are advised to feed hogs. So many absurd statements of the profits gained by feeding have gone the rounds of the press that President E. A. Bryan of the State Agricultural College, Pullman, Wash., has found it necessary to issue a statement showing that all such claims are false. President Bryan says: Under the most favorable circumstances, with good, thrifty, well-bred hogs, 60 pounds of wheat will, on an average, make 12 pounds of meat. To do this the wheat should be ground, and it should be sound. At 4 cents a pound for the hog, this would make the bushel of grain worth 48 cents, after it is ground. One could not well count on this yield on the average of all kinds of hogs and all kinds of weather.

## THE AUTOMOBILE.

By an Optimist.

"My dear Sir," quoth his companion,  
You're looking through goggles, dark blue.  
Your liver's upset, or something's gone wrong,  
This talk is most foolish of you."

"'Tis childish," continued his friend,  
"To don this sorrowful mien.  
Electricity for some things, I'm sure  
Beats horses, or mules, or steam."

"Did you know there once was a man,  
Who asserted both near and far  
It wouldn't be long before our poor world  
Was a useless, frigid star?"

"And why do you think, he thought this was  
so?  
This calamity so dire?  
Why all the wood would soon be gone,  
And there'd be naught to make a fire."

"He did not dream that there was coal  
And other fuel galore,  
Now you're like him, but more of a fool  
For that was back centuries four (or more)."

"Now, Friend, there can ne'er be replaced  
By steam, the thoroughbred racer,  
Nor can electricity suffice  
For the high-stepping pacer."

"And you can't use an automobile  
Out on the battle field's strife.  
Why even Funston likes a good mare  
Why answers to bugle and fife."

"The automobile can't draw heavy loads  
Or fill the drayman's need.  
'T won't be any sport to swear at a cart  
Nor in lashes to give it its need."

"I know you can't make a fireman think  
There's aught like his fast going steed.  
A horse appreciates battle and fire  
And does many a wonderful deed."

"Then man will not cease eating  
If he rides in an automobile  
He'll need flour and breakfast foods, many  
All,—oats, wheat, barley, corn meal."

"There's cows, pigs, chickens and sheep  
Which have to eat something, you know,  
So business won't close today, Friend,  
And I guess you'll get a show."

"And then I find statistics prove  
Three million horses more  
Than before the advent of trolleys and bikes,  
How's that, you pessimistic bore?"

"Before your prophecy comes true  
We'll be making cloth of grain,  
A fabric which cannot be injured  
By moth, dust, sunlight or rain."

The Johnson & Field Mfg. Co., of Racine, Wis., has been reorganized under the old firm name. J. F. Johnson is the only member of the old firm remaining and is the secretary, treasurer and general manager. The firm will continue to manufacture elevator separators and cleaners.

## COBS.

The customs regulations have been amended to facilitate the identification of imported materials used in the manufacture of bags exported for drawback.

Irwin, Green & Co. in a recent letter have given cogent reasons why wheat from cleaning houses should be strictly inspected in the interest of the Chicago wheat market.

Revenue stamps of a denomination of 10 cents or over must be mutilated as well as written upon with ink when canceled, the mutilation to consist of three parallel cuts lengthwise through the stamp.

The Russian barley crop is estimated at 216,000,000 bushels, or 80,000,000 bushels less than a year ago. As the largest Russian exports during the past four years have been only 68,000,000 bushels, it will be seen that the decrease in the Russian crop is more than the actual export movement. This shortage explains the extraordinary large exports of barley this season from the United States to Europe.

Wheat is not raised in the Transvaal. Captain Francis Younghusband writes: It is said that wheat cannot be grown in summer because the rain falls in that season and causes rust, and in the winter there is all sun and no rain, so that to grow wheat irrigation must be resorted to. Agriculture has many natural obstacles to contend with. Hailstorms of unexampled severity occur every three years or so. Locusts frequently eat up the crops.

The value of the "information" furnished by a well known Illinois crop "expert" who has been popular with the daily newspaper press is apparent from the following extract from his statement of December: I take but very little stock in our annual reports which try to show an increased acreage of any special crop. After a farm has been well established and well worked, changing from one crop to another is neither popular nor profitable. Then a few lines later he flops to the other side and observes: It is very hard to eradicate the Hessian fly when it once finds lodgment in the wheat fields, and the only remedy seems to be in a change of crop.

The New York Board of Trade and Transportation will give its annual dinner Jan. 31 at the Waldorf-Astoria. It is expected that 500 or 600 members and their friends will be present. Among those who have accepted invitations are Senators Lindsay of Kentucky, Burrows of Michigan, Hanna of Ohio, Thurston of Nebraska, and Beveridge of Indiana. Senator Thurston will speak to the toast, "Our Foreign Policy." Former Senator Perkins of California will speak on "California and the Commerce of the United States." President McKinley has promised to attend if his official engagements at that time will permit of his leaving Washington.

The exports of breadstuffs during the eleven months ending with November, as reported by O. P. Austin, chief of the Bureau of Statistics, included 101,945,000 bushels of wheat, 185,832,000 bushels of corn, 39,762,000 bushels of oats, 4,821,000 bushels of rye, and 14,497,000 bushels of barley, compared with 128,487,000 bushels of wheat, 185,284,000 bushels of corn, 48,546,000 bushels of oats, 14,280,000 bushels of rye, and 4,130,000 bushels of

barley, during the corresponding period of 1898. The total value of all breadstuffs exported during the eleven months ending with November was \$240,259,000, against \$277,138,000 for the corresponding period of 1898.

It is said that Chicago elevator men have in their possession a large amount of "through billing," accumulated during the summer on grain shipped by boat to Buffalo. Now that freight rates are materially higher these "through billing" rates are being used to send considerable grain east all rail, thus profiting at the expense of the railroad companies and other shippers.

"Eternity in hell. He lifted up his eyes, being in torment. He is not deceived. God is not mocked. Heaven and earth shall pass away, but My words shall not pass away. Fear God and keep His commandments. For the Son of Man is come to seek and to save that which was lost." These are the words that are painted in bright letters on the grain elevator at Lebanon, Kan., on the Rock Island, owned by E. D. Hoyde, a devout Free Methodist. The texts can be read for miles over the level plains. Mr. Hoyde is one of the wealthiest citizens of Lebanon, is a member of the town council and prominent in church and temperance work. He says a positive gospel tells, and he believes in disseminating it in every possible way.

James W. Ragsdale, American consul at Tientsin, has made an interesting report on the agricultural products of North China. Wheat grows over all northern China, and is the most important crop. Winter wheat is the rule, spring wheat being grown in a few districts. The grain is thrashed by the passage of stone rollers over the straw, and is winnowed by throwing the grain and chaff into the air with shovels. The most of the people use white flour only on feast days, harvest time and holidays. Millet is the next important crop. White rice does not grow in northern China. Indian corn was introduced during the present dynasty; but yields only one-fourth as much per acre as in the United States. It is now one of the standard crops in northern China. Barley is grown to some extent, and oats are found in the mountain regions. Considerable buckwheat is grown in small patches on poor soil.

A pest that in recent years has caused great loss to the farmers of continental Europe is a peculiar rodent, the hamster. From its place of origin in the Chinese empire this creature has spread through Persia, Russia, Germany and France, and is now alarming the grain growers of Belgium. The German government offers a reward for their destruction. The hamster has a round head like a cat, and its sides are marked by a black line, above which the fur is brown and below which it is pure white. The animal digs a large cave underground, divided into several compartments, in which is stored a considerable quantity of grain for future consumption. This grain is sometimes carried from a distance, as nature has provided it with two pockets, one on each side of the jaw, for the purpose. A few industrious hamsters will soon make a big hole in a pile of grain. It is hoped the pest will not come to America, as it multiplies very fast, the female bearing young four times a year.

You probably want to increase your business this year.

If you are advertising or want to use advertising, we can help you.

Every man to his calling—

No man knows another's business like he knows it himself.

The common mistake is that most business men think they know how to advertise their business just as well as an advertising man does.

Advertising is a business by itself.

There is no stereotyped way of doing it. What's good for one man may be wrong for another.

We make a business of advertising other men's businesses—in papers, catalogues, booklets, circulars etc.

Our twenty years of experience may be of value to you.

Do you want some of it?

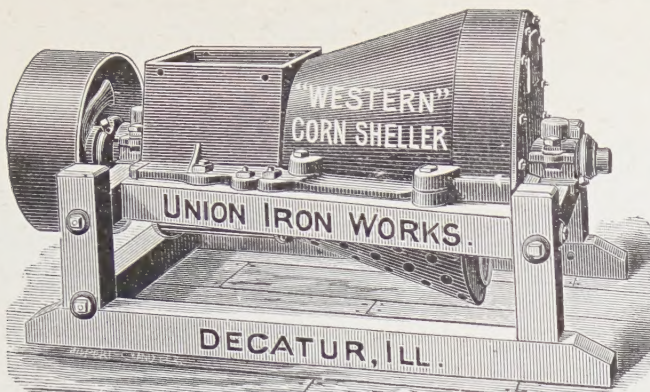
Charles H. Marsh & Co.

Chamber of Commerce,  
Chicago.

Telephone Main 67.

La Rose Grain Co., La Rose, Ill.: We have sold our scale through our advertisement in the JOURNAL. Please discontinue it.

In the suit of Spillers & Co. against the Louisville & Nashville Railroad Company, the Interstate Commerce Commission has held that any rule which operates to alter, modify or change established rates must be fully and clearly set forth upon the published tariffs of rates and charges to be affected thereby. In the case in question a separate circular was employed to announce new rates.



"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

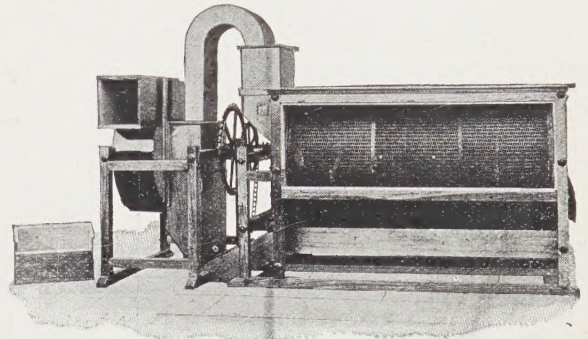
DECATUR, ILL.

Sole Manufacturers

## "WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

Grain Elevators  
...and Elevator  
Machinery  
...A Specialty...

PLANS MADE ON APPLICATION  
BY LICENSED ARCHITECT.



"WESTERN" WAREHOUSE CLEANER.

Write For Catalog.

## Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

**MILLER'S NATIONAL INS. CO.**

205 La Salle St., CHICAGO, ILL.

CHARTERED, 1865 ASSETS, \$2,338,841.99

NET CASH SURPLUS, \$455,682.72

W. L. Barnum, Secy

### The GRAIN SHIPPERS'

## Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,  
IDA GROVE, IOWA.

## P. B. SULLIVAN,

524 New York Life Bldg., Chicago.

Best facilities on Grain and for placing Fire Insurance Elevators.

All business placed in Old Line Companies, only licensed in Illinois. Write and representative will call on you.

## Seamless Baskets.

Catalogue and Linenoid Pin Tray Free.

CRANE BROS. Linenoid Mfrs. Westfield, Mass.

## Perforated Metal For Grain Cleaners



## The Cramer Grain Distributor and Indicator For Country Elevators.

Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, **D. H. CRAMER**, Grand Island, Neb., or to the sole manufacturers,

**Webster Mfg. Co., 1075 W. Fifteenth St., Chicago.**

## The SPENCERIAN DUST SHIELD



Absolutely prevents all dust and obnoxious matter from being inhaled.

It is small, but effective, and will never wear out, being made of brass, beautifully nickel plated. Special Price, prepaid, \$1.00.

**SPENCERIAN SPECIALTY CO.**

28 and 30 Abbott Court, Chicago, Ill.

Write for Circular.  
Mention Grain Dealers Journal.

## BAGS New & Second Hand

All sizes to order. Write for prices.  
**CINCINNATI BAG CO., CINCINNATI, O.**

## DAMAGED GRAIN WANTED.

I buy damaged grain of all kinds. Write or wire me.

**WM. B. GALLAGHER,**  
72 Pearl Street, - - BUFFALO, N. Y.

## DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type.

Price, 10 cents each.

FOR SALE BY

**GRAIN DEALERS COMPANY,**  
10 Pacific Ave., CHICAGO.



## DON'T WASTE YOUR GRAIN by feeding it whole, when you may save it all by grinding.

**VERTICAL BURR STONE MILLS**

grind all grains fast, fine and easy. Largest capacity of any mill its size. Minimum power.

Also make Out Clippers, Engines, Boilers, Pumps, etc. Send for free catalogue.

**CHAS. KAESTNER & CO.**  
241 S. Jefferson St., Chicago, Ills.

# SEAMLESS COTTON GRAIN BAGS.

## MILWAUKEE BAG CO. MILWAUKEE, WIS.

## Clarks Grain Tables

AVOID UNNECESSARY FIGURING,  
PREVENT ERRORS IN COMPUTATIONS  
BY USING

CLARK'S STANDARD SERIES  
OF GRAIN CALCULATORS,  
FOR REDUCING POUNDS TO BUSHELS.

**Clark's Grain Tables for Wagon Loads** reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

**Clark's Vest Pocket Grain Tables** include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

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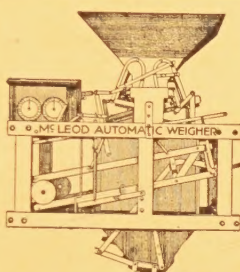
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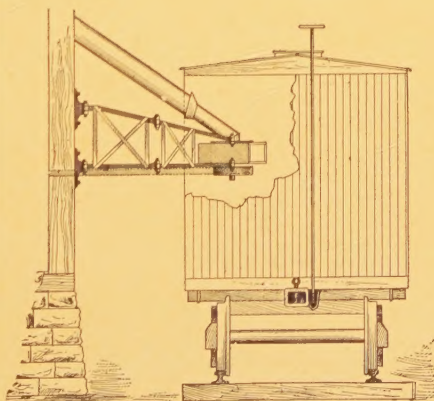
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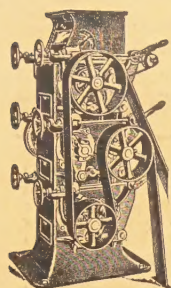
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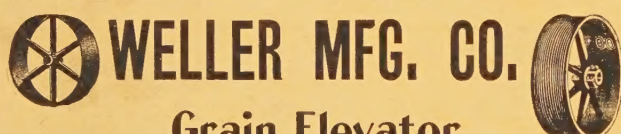
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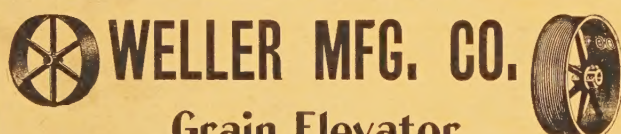
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